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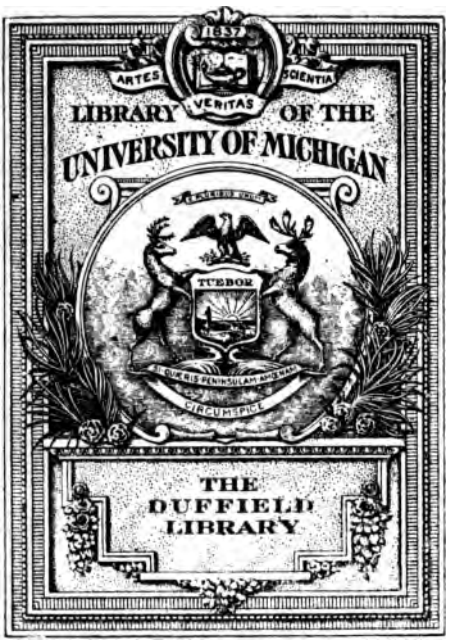

THE GIFT OF
THE TAPPAN PRESBY-
TERIAN ASSOCIATION

Memoir

ON THE

ORIGIN AND INCORPORATION

OF THE

TRINITY HOUSE

OF

DEPTFORD STROND.

London:

PRINTED BY J. DARLING, 31, LEADENHALL-STREET.

1818.

Gift
Tappan Presb. Ass.
11-19-1931

TO THE

EARL OF LIVERPOOL, K. G.

MASTER OF THE CORPORATION OF TRINITY HOUSE.

MY LORD,

3-9-36 MPT

HAVING been for many years impressed with the idea that some description or history of the Corporation of Trinity House, to evince its origin, antiquity, utility, and present duties, would be acceptable to the Master and the Brethren, both collectively and individually, and having long since collected some materials for the purpose, as well as exerted every endeavour to render their services more extensively useful, circumstances have now induced me to forward the undertaking, as an indispensable obligation.

The investigation into the occurrences of past centuries, which I have attempted, as well as the detail of later times, will, I trust, protect the credit and honour of the Corporation of Trinity House, so desirable to be maintained, in the estimation, not only of your Lordship, but of every honourable character in the kingdom; and as none other object has prompted this effort, I flatter myself that it will not be deemed an intrusion on your Lordship's time, or unworthy of attention.

With every sentiment of respect,

I beg to subscribe myself,

MY LORD,

Your Lordship's very faithful and most obedient servant,

JOSEPH COTTON.

London, August 1818.

PREFACE.

THE Trinity House and its concerns have, at various times, very much engaged the public mind, and its duties, revenues, and expenditure excited numberless observations and inferences of a tendency to cast a shade over the Institution, which the late accounts and statements called for by the House of Commons, it is presumed, have greatly removed; yet, to disperse every conjecture that favours the remotest imputation of culpability in the administration of its concerns, the present Memoir has been hastened, to meet suggestions that could arise only from some misapprehension or ignorance of the constitution and duties of the Corporation.

It does not become an individual to assume what were the motives that induced the House to comply with the requisitions for

for the papers, or to appreciate those of the member with whom they originated; the hope and expectation that they have been satisfactory, and have done justice to those engaged in the administrations of the funds of that ancient establishment, may with confidence be entertained.

In the year 1732, as may be seen in the Records of Parliament, the accounts and proceedings of the Trinity House were under consideration; imputations of concealment as to the resources, or advantages derived to the Members, could not therefore be affixed with any justice or truth. To obviate, however, every ground of suspicion and conjecture, it is proposed in this Memoir, to furnish an account (beyond what is generally known) of the Corporation, of its Members, and of their duties and services, and to trace its origin from very early periods of the English History, as far as existing documents or legitimate inferences will admit.

The collection of ancient records and manuscripts belonging to the Corporation having been all destroyed by a sudden and terrible fire in 1714, we can have but a faint sketch of the early association

sociation of those maritime characters, who were pilots and seamen of the port of London, for the purposes of conducting the Royal Navy, and vessels employed in commerce, through the intricate channels of the Thames; and it is rather to be inferred from the events of those times, than from any public or private documents whatever.

The charter of Henry VIII. and the grants, charities, revenues, and expenditure since his reign, will be detailed more fully, as well as the endeavours of the Members to render the harbours of the kingdom more accessible and safe, and the navigation of the coasts less hazardous.

It will also be shewn that the Brethren, as trustees to the charity, are not personally interested in the enlargement or diminution of the income of the Trinity House, but as matters of duty and humanity.

The duties of the Brethren at this time are confidential, regular, and active, the extent of them, of late years, greatly enlarged, so as to call for the exercise of talent and industry; hence the age at which they should be admitted to share in its duties

ties should not exceed a certain period of life; and previous to their election, their disposition to be useful characters, and other qualifications are minutely investigated by the whole body.

The many instances upon record of the patriotism of the Corporation, and of the part the Brethren have taken in the most critical events of the country, whether of external or internal hostility—will furnish substantial proofs of their prominent support of the constitution, their loyalty to His Majesty, and attachment to his service.

Independence of mind and conduct cannot be more strongly exemplified than in their never permitting their patronage (however trivial) to be influenced by party or private interests; the noble and dignified characters who constitute part of the court, having been of different administrations, there can be no permanent political ascendancy exerted over the proceedings of the Corporation; and to their honour be it asserted, that such influence has never yet been attempted.

Memoir

ON THE

ORIGIN AND INCORPORATION

OF THE

TRINITY HOUSE

OF

DEPTFORD STROND.

THIS ancient and venerable Institution is composed, at the present period, of thirty-one Elder Brethren, of whom eleven are either Noblemen of high character and distinction, or Heads of Departments in the Government, or Admirals of great talent and renown, and twenty are Maritime Commanders, selected from every branch of the merchant service, who are retired from employment; beside a great and unlimited number of Younger Brethren, who have been or are commanders of merchant vessels, and an extensive establishment of Officers, Pilots, and other useful characters in the Ballast Department—constituting altogether an important and

active public body, which has existed under successive monarchs, from very early periods.

Its antiquity and utility have been ever recognized, as well for pre-eminence and judgment on naval affairs, as for the extensive charities that are administered from its resources to decayed seamen, their wives, widows, and children, who are generally admitted to partake of them; and it has ever been esteemed, and must continue to be an interesting object to His Majesty's Government, and the nation at large, but peculiarly so to the commercial world, and to all maritime men.

To define with any accuracy the various objects of this association, prior to the reign of King Henry VIII. or its extensive duties since its incorporation, would be an undertaking not to be expected in the present day; but as far as any record existing will explain or manifest its services in those remote periods, and any deductions can be fairly drawn from the naval history of the early ages of this nation, in the elucidation of its origin and establishment, a short account of the employments in which it has been engaged down to the present era, as well as a detail of its present duties, will be attempted in the following pages; all which being collected and arranged by a professional character, and a member of the Corporation for near thirty years,

years, may supply some information on a subject so little understood or appreciated, and for which much indulgence is anticipated by the compiler.

In entering upon a work, which professedly has for its object an early account of those naval characters who have been termed by their monarchs, "Our beloved liege people and subjects, the Shipmen or Mariners of this our realm of England," and who were invested "with the power and authority, for ever, of granting and making laws, ordinances, and statutes amongst themselves, for the relief, increase, and augmentation of the shipping of this our realm of England," and were styled "the chiefest and most expert Masters and Governours of ships, charged with the conduction of the Queen's Majesty's navy royal," it appears not irrelevant to prefix a short history of naval and mercantile events in this country, from the earliest period of which any account has reached us, although it is not necessary to enter minutely into the particulars of the origin of that commerce which this country enjoyed in the earlier periods of time, or who were the first adventurers in such occupations—they have been, as fully as records will admit, treated of by authors of considerable eminence; and, upon reference to various authorities, it would appear that,

as early as the third century, the coasts of this country became the theatre of maritime war,* and that the Britons had a naval force of some consideration: but this observation refers principally to the eastern parts of our Island. The westernmost extreme, and the south coast, were resorted to about four hundred years before Christ, by the Greeks, and much earlier by the Phœnicians, who were supposed to be the principal navigators at that time, though solely for the purposes of commerce, of which tin constituted a material article. But the trade was not confined to this produce only —the intercourse with the Phœnicians, Carthagenians, and Greeks soon created an industry in the natives, who retaining the country westward of Dorchester, in which were several fine harbours, particularly Falmouth, afforded to strangers all the means of security from the elements, and of uninterrupted traffic, for many years before, and even after the conquest by the Romans, who found a commerce established here; for Julius Cæsar notices their knowledge of the southern coasts of the kingdom, opposite to Gaul, and of the trade carried on. That the

* In 288 by Maximian; subsequently by Constantius, against Carausius and Alectas, and other Roman Emperors, but who, in 430, withdrew from Britain.

the Romans availed themselves of the commercial advantages, as far as they could, is indubitable, and they ultimately succeeded by the annihilation of all their competitors for empire or commerce: nor is it at all improbable, but that the Romans acquired, by their possession of Gaul, such a knowledge of the produce of this nation, as induced them to attempt the conquest of it, and then most likely discouraged every effort of the natives to partake in the beneficial employment of carriers of British produce.

The constant repetition of maritime hostility, about the eastern coasts, it is not necessary to remark upon further than to note what the Chronicles have said, of the hostile fleets having made their way up to London in 852; and that they destroyed Canterbury, may readily be believed, inasmuch as they could easily navigate the coast of the Isle of Thanet to within a few miles of that city; but that the opposite coast of Essex, and the intricate and circuitous navigation of the other channels of the river Thames, should have been attempted, is not probable, when the effect of the tides, and consequent low water, together with the various banks that would be continually intercepting their progress (none of which strangers could be acquainted with), must have presented an insu-

perable obstacle, except in very shallow vessels. England, when united after the Heptarchy, was frequently involved in warfare with the Danes, who at one time with a fleet of fifty sail, attempted to come up the Thames. But in the reign of Alfred, the navy became most respectable. His fleet consisted of one hundred and twenty vessels, some of which were built for sixty oars on each side, and their chief station was in the Thames.

He fought a great naval battle with the Danes near Harwich, and afterward, in 898, another severe one on the coast of Dorsetshire, in which he was also victorious; and in the preceding year he destroyed a Danish fleet that had navigated up the Thames and the river Lea, to Ware. The size of their vessels may be therefore inferred by this circumstance. Commercial enterprise also appears to have existed to a considerable extent, insomuch that it is recorded he tried to discover a N. E. passage to India, and promoted a voyage thither: his warlike preparations were not only very formidable, but the spirit of trade had during his reign so far improved and extended itself, through his wise and encouraging regulations, that in his grandson Athelstan's reign, such was its estimation, that any merchant who had made three voyages to the Mediterranean was raised to the dignity

of

of a gentleman. This monarch also upheld the dominion of the sea, and was greatly respected on the continent.

The British naval superiority, prior to the Norman conquest, seems to have been in its zenith in the reign of Edgar; and the extent of commerce, of which he styled himself the Protector, furnished many vessels, which were at the king's call at certain periods, for state or warfare; and thus as London was the capital, the vessels from thence must have been most numerous. Yet it will be agreed, on all sides, that their tonnage and size were so inconsiderable, that, with tolerable knowledge of the banks and shoals, and of the flowing of the tide, they might pass over the greater part at half-flood. Indeed, it is recorded that in a terrible invasion of the Danes in 993, a set of freebooters, probably knowing the whole of the King's forces were engaged elsewhere, came up the Thames, in ninety-four vessels, and laid the capital under contribution. Similar enterprises having been undertaken in our own time, when our flat-bottomed boats have passed up rivers for the purposes of war, the account may be easily credited.

In 1008 a law was made, obliging every proprietor of three hundred and ten hides of land to furnish a ship for the Royal Navy, and a fleet

was constituted by these means of eight hundred ships, which was greater than in any former reigns, as the Saxon Chronicle states, though it appears Edgar had under his command one thousand two hundred, but without corresponding success in his enterprises.

Canute gave great encouragement to trade; at whose death it is recorded that a great assembly of the nobility met at Oxford, where almost all the Thanes north of the Thames and *the Seamen of London* chose Harold to be king; and the historian Henry affirms, that, before the conquest, the shipping of England might amount to three thousand vessels, from twenty to one hundred tons.

William the Conqueror paid great attention to his naval force, and in augmentation of his own immediate fleet, constrained the cinque-ports, which were established with peculiar privileges (though first by Edward the Confessor, as Campbell asserts), to furnish fifty-two vessels, with twenty-four men in each, the tonnage of which does not appear to be satisfactorily ascertained; but the twenty-four men required by the king were probably the seafaring part of their equipment only.

In 1074 the Danish fleet, of two hundred ships, came no further than the mouth of the Thames, and may be presumed to have been too

too large to have ventured, like the freebooters in 993, over the sands; but it is singular, that in all the statements of these warlike preparations, or of the mercantile enterprise, there should be no particulars mentioned as to the size or tonnage of the vessels employed in either.

When the transit of merchandize was first attempted, it was possibly on a raft, which in many parts has been of a magnitude to be navigated by sails. Vessels of light draft of water succeeded, consequently Pilots unnecessary; but when they were so increased in size as to require deeper channels, Pilots were indispensable—hence the origin of the profession.

In 1106, when King Henry invaded Normandy, there appears the first authentic testimony of an English Navy.

The fleet with which Henry II. invaded England consisted of four hundred sail; but the great number of troops they carried is noticed only, and hence the size may be estimated. This Prince held all the maritime provinces of France, and, as a foreign writer asserts, he justly claimed and undeniably maintained his sovereignty upon the sea, which he esteemed the most honourable prerogative of his crown.

The crusades tended to increase the naval force of England, and at the same time to increase its fame. The fleet which sailed from Sicily

Sicily with King Richard I. consisted of thirteen extraordinary ships of capital burthen, one hundred and fifty ships of war, fifty-three gallies, beside vessels of less size, and tenders.

A vessel belonging to the Saracens, which was taken by the English, is described as a great floating castle, and was defended by one thousand five hundred men; and during the imprisonment of Richard, the king of France allied himself to the Danes by marriage, in order to engage their naval force against the British—such were the apprehensions entertained of the superiority of their maritime strength.

King John, in vindicating and upholding the claim to the sovereignty of the sea, required the vessels of every other nation to strike their flag, upon meeting his ships of war; and after a full discussion, on an appeal to other powers, it was admitted, probably upon the condition that they were to protect all merchant vessels within those seas from pirates and corsairs of other nations, who were then very numerous, in the North Sea particularly.

His fleet engaged the French, when the latter were superior in numbers, and took three hundred sail and destroyed one hundred, the English consisting of only five hundred sail.

According to Henry, the largest class were called *drommes*, which had three masts, and were too

too lofty to use oars; those of the second class were called *bussæ* or *bucca*, also with three masts. Gallies of various sizes used oars as well as sails; but vessels for trade were called *barcæ*, or *barks*, and smaller ones *barbottæ*: all these, however, were decked vessels; and such was the estimation in which English seamen were held, that they were interdicted engaging in a foreign employ, which they were frequently tempted to do.

King Edward I. from his own and his subjects' vessels, constituted two fleets, with Admirals in the command—one from Orfordness to Berwick, the other from the Thames along the south and western coasts.

In 1302 the mariner's compass was first introduced, and became the means of a more extended intercourse by shipping; and hence may be dated more active operations in trade and warfare; though its discovery, it is asserted by some, may be traced back to the year 1200, and has been claimed by the Chinese much earlier.

King Edward III. fitted out a very large fleet from Orwell, of which several London vessels constituted a part, as they had done of preceding fleets.

In his reign England distinguished herself as a considerable naval power: with two hundred and fifty ships and vessels, this monarch personally fought the first regular naval action against the

the French fleet, consisting of four hundred sail, and nobly triumphed. The southern fleet, in his reign, was composed of twenty-five king's ships, and four hundred and nineteen men. London furnished twenty-five ships, with six hundred and sixty-two men, and other ports furnished the remainder.

In another battle he had ships with numerous archers and men-at-arms, to meet the French, whose vessels were provided with machines for throwing stones, which by repeated vollies, sunk a large ship and galley belonging to Hull—hence their size and strength may be estimated; and we are told, the largest ship of war then in England had only a crew of forty men, and that the average was twenty for each of the ships which blockaded Calais. But these must be presumed to be the seamen, as in the fight off Sluys one French ship was destroyed that had four hundred men on board, the greater part military no doubt: and at the siege of Rochelle the Spaniards had forty sail of large ships and fifteen frigates, and terribly defeated the English. Nevertheless Edward III. styled himself sovereign of the seas, and the Parliament takes notice of his right to this title.

The increased size of ships may be conjectured also by what is stated in Charnock, that a merchant at Bristol had furnished King Edward IV.

with

with two thousand four hundred and seventy-four tons of shipping; one of the ships was nine hundred tons, another five hundred, being two of the largest any Englishman ever built, though there were larger amongst some foreign nations.——But to proceed. Naval concerns seem not to have been much attended to by the first Norman kings. Some little idea may be formed of the size of vessels in the time of Henry I. from observing that the ship that carried Prince William, and sunk, was one of the finest in the fleet, and is said to have carried three hundred persons, of whom fifty were sailors.

In 1380 the French gallies made their passage up the Thames, and burnt Gravesend.

The civil wars, originating in the contentions between the houses of York and Lancaster, appear so to have withdrawn the attention of the nation from their naval concerns for a great interval, that nothing prominent in the naval history took place, until Henry VII.'s reign, who upon his accession caused his marine, which in the preceding reigns had been neglected, to be put into a sufficient condition to protect the coasts against foreign invasion; and in the midst of profound peace he always kept up a fleet, ready to act upon any emergency: during his reign therefore, the navy was in a better state

state than at any former period. He built that celebrated vessel, of one thousand tons burthen, called *Henry Grace à Dieu*, which was launched in 1415, and Sir Thomas Spert (the founder of the Trinity House) afterwards commanded it.

He was aware no doubt what an opening a defenceless coast gave to enterprising men, for with a very inferior fleet he had himself crossed the Channel without interruption, and thus laid the foundation of his future greatness.

He also, it is mentioned, built vessels for commerce of a much larger size than usual, and let them out to his subjects, and gave great encouragement to the spirit of adventure for making discoveries.

The introduction of cannon into ships of war took place in this reign, rendering maritime warfare an object of greater importance and magnitude; but His Majesty Henry VIII. first established a permanent navy, appointed efficient boards for its conduct and encouragement, and made it a separate branch of the public service, seamen having long been a distinct body of men; and as one of the measures for upholding the successful exertions of his navy, the admiralty and navy boards were constituted, and the Corporation of Trinity House was then founded, as were the Arsenals of Deptford and Woolwich.

wich*.—In Edward VI.'s time, the navy consisted of fifty-three ships or vessels for warfare, which together were six thousand two hundred and fifty-five tons, and were manned by seven thousand seven hundred and eighty fighting men; but they were never at sea during winter, and Barking Creek was one of the places where they were laid up: consequently Pilots were indispensable to remove them, and either the River-Pilot, or the Sea-Pilot had the conduction of them, as Queen Elizabeth expressed it.

Having thus briefly enumerated the several particulars of early times, which must demonstrate the necessity for Pilots, so it becomes an undeniable conclusion, that a training and education must have existed upon our coasts, and for our harbours, which experience could alone bring to any perfection; the probability of some institution for such purpose, which the public documents also imply, may be admitted.

It appears from some ancient record, quoted by an author long ago, that the Pilots had a college at

* Stowe states, that Deptford-yard establishment was placed under the direction of the Master and Wardens of the Trinity House, who surveyed all the stores and provisions for the navy; and Sir Thomas Spert being the Comptroller and Founder also of the Trinity House, it may be readily supposed to be the case.

at Deptford, and were authorized by charter to take knowledge of those that destroyed sea-marks: although the charter of the sixth of King Henry VIII.* is the earliest official document now in existence of the establishment of the Trinity House, which had become an integral part of his naval establishment, all prior records respecting this association having been burned with their house in 1714.

From this charter are to be collected the following facts, viz. that the Shipmen and Mariners of the realm were a fraternity or brotherhood, of which there had existed certain persons, under some designation, as representatives, long prior to his reign; for they are declared therein to be "his beloved people and subjects, the Shipmen and Mariners of this our realm of England:" and further were empowered, "of new to begin, create, ordain, found, rule, and establish a Guild or perpetual Fraternity, to be called that of the most glorious and undivided Trinity; which shall consist of one Master, four Wardens, and eight Assistants, and other Brethren, with certain privileges and authorities; also to have the government and custody of all the lands, tenements, rents, possessions, goods, and chattels, which from thenceforth shall happen to be devised,

* Appendix, No. I.

devised, purchased, given, granted, or assigned to the said Guild or Fraternity, and likewise giving and granting all and singular the liberties, franchises, privileges, &c. which their predecessors, the Shipmen and Mariners of England, ever had, used, or enjoyed, and that they may hold all the lands and tenements they *then* possessed, forbidding all kinds of molestation," &c. which reference to earlier periods evidences, as fully as the language of those days admits, that they were long before estimated as a distinct class of men, presiding over maritime concerns generally, or specially engaged therein: "the Seamen of England," is a designation not only used by Queen Elizabeth, but confirmed by the charter of King James II.

That they were before associated is also evident, from the liberties and franchises recited in the charter of Henry VIII., and from their possessing lands, tenements, &c., a species of property, which at that time was not to be acquired by such a profession, unless by the labour and economy of many years: what their privileges and immunities were, can only be surmised from some of the uninterrupted usages and prescriptive rights now existing, as they are not particularized in this early record.

To those conversant with the maritime history of this country, it cannot but be known, that

at the time of the Norman conquest, and long before, there was commercial shipping to a considerable extent, from which the supplies of men and vessels were drawn, for the purposes of warfare, or the transit of troops and stores to the continent opposite to our own coast, when France was either to be invaded or protected.

At this remote period, the crown was in possession of a very inconsiderable naval force, for whenever fleets became necessary for offensive or defensive operations, the ports, upon a requisition to that effect, furnished them, peculiar privileges being purchased by such service to the state, from the reigning monarchs; and it was under this species of privilege and servitude that William the Conqueror established the Cinque Ports.

When the state of the channels, and of the sands at the entrance of the Thames is attentively considered, it becomes most evident that the institution of an association for the safe conduct of vessels into and out of the river might have been nearly coeval with the trade of the port of London, and the trade of the port is known to have preceded any royal establishment of a fleet, or the equipment of vessels for warfare; with commerce, therefore, originated the profession of a pilot as of a seaman. The Cinque Ports may

may have been the earliest to furnish the means of maritime war before any other port, and hence obtained their peculiar privileges. Other ports must soon, however, have followed their example; nor can it be supposed that the metropolis would be far behind them. Accordingly we find, in the earliest annals, vessels for war equipped in the Thames, but their egress and ingress could not have been conducted without experienced navigators of its channels; and as war and commerce were extended, so the requisite increase of pilots and seamen was the consequence; and these became at length so important to the state and nation, as to be thought fit subjects for incorporation and encouragement by that politic prince, Henry VIII., when he improved his naval system.

That the business of the Association, prior to its incorporation, was not always conducted either at Deptford or London, may be supposed from many circumstances; amongst others, from the burial-place of several of its principal members being at Leigh in Essex: it is therefore presumed, that although the hall and buildings were at Deptford, there was in former times, long before the incorporation, a station near the entrance of the river, from whence they had the means of furnishing Pilots *inward* more readily, as at Deptford they might be furnished

 outward;

outward; and it is understood, that the merchants in those days would not trust their vessels to any person as commander, that had not been judged qualified for the charge by this Association, which, in course, had begun to assume some regular form, when the commerce of the port had arrived to such a limit as to require constant and unremitting attendance upon a duty, which of itself furnished employment, with little intermission: hence the origin, possibly, of Younger Brethren. Although this may be deemed inference only, yet as authentic memoirs of these early events are not attainable, and nought but scraps remain, judgment and reflection can alone decide on these points, and their probability, from the state of the trade and navigation, will justify these conclusions.

It is to be observed, that in all the warfare of the preceding periods, although the different ports on the coast were either assailed or destroyed, still the Thames does not appear to have been in those days alike visited by the enemy, or the metropolis ever endangered, except by the Danes in 993, and by the French in 1380, in vessels of little draft of water; and to what this was owing may be readily conjectured by those who are aware of the numberless sands that occupy its entrance, the state of the tides, or the intricacy of its channels, which it was the wise policy of former ages to keep secret, and should have been

that of every future period. Vessels of moderate burthen could not then pass in or out without the aid of professed and experienced Pilots, a description of men, that in those times, when navigation was little understood, were deemed essential for safety, particularly in the narrow seas and at the principal ports; hence those of the port of London and of the neighbouring coasts were thought entitled to an establishment at the same period with the Admiralty and Navy Boards; neither could the fleets at any time have been efficient without the agency of the Pilot Establishment, which, as stated in the charter, was specially entrusted " with the conducting of the Royal Navy," as the Association had before been of merchant vessels, whose interest it was, equally with the political interest of the state, to keep the knowledge of the channels secret.

These particulars have been enumerated, to shew the probable early existence of such an association of maritime men, as before observed, commensurate with the trade of the port of London, and that the charter granted in 1514 was founded upon the admitted principle of the utility of this body in the preceding reigns. Thus the origin of the Trinity House has possibly a priority of every other patent establishment; and if great antiquity in nations and fa-

milies constitutes any ground for regard or pre-eminence, the Brethren who have succeeded to the discharge of offices of such an ancient foundation, and of such extensive public utility, may claim, though not an hereditary distinction, yet one of no mean consideration, as it respects public duties and services to the state and nation.

Whence this body derived its designation is not known; but as the superstition of those ages led to the adoption of a patron saint for all associations, so it is possible they adopted that, which either some former grant had conferred, or the association had assumed prior to the era of Henry VIII.

In the first year of Queen Elizabeth, there was a further confirmation to the Trinity House of all the rights and immunities of the Corporation, wherein are recited grants from King Edward VI. and Queen Mary, who certainly had neglected the national bulwark, inasmuch as Queen Elizabeth's navy consisted, at the time of the defeat of the Spanish Armada, of but thirty-four ships; and by a late publication, it may be seen how many were furnished by the port of London, and by other ports upon the coast for that eventful occasion.

It appears, by the act of the eighth of Queen Elizabeth*, that some of the duties of the Corporation

* Appendix, No. II.

poration were particularly designated, although not mentioned in the charter of Henry VIII., but they must nevertheless have been implied, as they had existed long prior thereto. The act of the eighth of Elizabeth expressly states the conduction of the Royal Navy, and their "being bound to foresee the good increase and maintenance of ships, and of all kind of men traded and brought up by water craft, most meet for Her Majesty's (marine) service."

The loss of steeples and of trees, as sea-marks, is expressed as detrimental to the safety of ships in their charge, with the goods and merchandize and men engaged in them; power is therefore not only given to the Corporation to erect sea-marks at their own cost, but to maintain them, declaring also, that for destroying existing sea-marks, the person offending should forfeit one hundred pounds—no small penalty at that period.

Her Majesty and Parliament recognized the Corporation, as "a company of the chiefest and most expert Masters and Governors of Ships incorporate within themselves;" and referring to the grants of her predecessors, she conferred also upon them what had originally belonged to the Crown, but was at that time granted to the Lord High Admiral, and was one of his chief sources of revenue and authority; this was

surrendered by him into Her Majesty's hands, with the express recommendation that Her Majesty would grant it to the Trinity House; and the offices, rights, and emoluments of the buoyage, beaconage, and ballastage were given and assigned over to the Corporation of Trinity House for ever, by Her Majesty, in the thirty-sixth year of her reign, by a special grant to *the Master, Wardens, and Assistants, and their successors and substitutes, to use, execute, and enjoy for ever, in the most ample form possible** —a splendid acknowledgment of services, after the experience of thirty-six years.

It may be here requisite to exemplify the power and usage of the Lord High Admirals, in their appropriations of one part of their patronage and privileges, the ballastage; and from the abuse that possibly prevailed, the propriety and necessity of its being conferred on a public body may appear more evident.

There are existing documents of various grants made by the Lord High Admirals, as far back as 1483, letting the ballastage on lease, which, it is presumed, was then a general practice:

A private statute, respecting the ballastage, passed in 1535.

In 1541, Lord High Admiral Russell leased a part of the ballastage to Tregonwell and Hace.

Another,

* Appendix, No. III.

Another, the same year, from Rotherhithe to the east end of Limehouse Road, to Wheaton.

A copy of an annuity grant to one Neville, by Fisher, from the profits of the ballastage, is in existence, and records also of the following Leases:—

From Lord High Admiral Lisle to Edmond Moody, of the ballastage of the Thames.

From Walter Ruyding to Bartholomew Skerne, of the ballastage in 1550.

From Lord High Admiral Howard to Corke, in 1585. It also appears that—

Orders of the Court of Admiralty, to enforce the rights of ballastage, were issued in 1591

The same in 1592

The same in 1608

There was also an inhibition from His Royal Highness the Duke of York, Lord High Admiral, concerning the ballastage, in the year 1660.

The beaconage and buoyage had been in like manner leased to others by the Lord High Admiral:—

Fitzwilliam granted the buoyage and beaconage to William Broke in 1536. Two other grants were made in 1540 and 1570.

The Lord High Admiral granted those of the river Wear to Croke, 1540. The Lord High Admiral Clinton those of Dartmouth, Plymouth, and Falmouth, in the year 1574.

Another

Another grant was made to one Blair, in 1587, and from the Lord High Admiral Howard, those of Devon and Cornwall, in 1594; and a grant of the beaconage and ballastage of Topsham, in 1622, by the Lord High Admiral Buckingham is also ascertained.

The conversion of all these grants to the benefit of the lessees, in preference to that of the public, may be readily conceived; and the wisdom of the measure of placing it in the hands of those who could not make a personal advantage thereof, and the patriotism of the Lord High Admiral, who recommended it, are exemplified in the most honourable manner.

It must however be obvious, that prior to the grant of these emoluments, in the thirty-sixth year of Queen Elizabeth, there were several other sources of revenue, not only for the compensation of the members, and other acts of expenditure, some of which were recited in the charter of Henry VIII., but also for the cost and maintenance of such sea-marks as were to be maintained by the act of the eighth year of the reign of Her Majesty: whence many of them were derived there is no record, but they must have been adequate to the intended purpose; of them, however, more will be stated hereafter.

Soon after the accession of King James I., he granted a charter of confirmation, dated 1604; and some

some time after, upon peace being made with Spain, there was the greatest reluctance in the mercantile community to employ British shipping, insomuch as to excite the Corporation of the Trinity House to come forward with strong representations to his Majesty against such a disposition; but it proved to little purpose, for the merchants, hostile to such a measure, did all they could to prevent the effect of this patriotic interposition; and had it not been for the accidental arrival of two large Dutch ships in the Thames some time after, the remonstrances of the Brethren would have been overlooked; but the jealousy that was created by these arrivals gave such a turn to the public mind, that, as it is expressed in the account, they recovered their senses, and perceived at length the folly of their procedure. In King Edward VI.'s reign, there were few merchant adventurers (those chiefly Italian), few ships, and few mariners; and in the beginning of Elizabeth's reign, there were only three hundred and twenty-seven merchants in the City of London of all the different Companies, and to Russia was their first adventure, afterward to the Mediterranean.

King Charles II. granted also a charter of confirmation; but in the seventeenth year of his reign he made a public grant of the ballastage of the Thames to Colonel Carlos; and altho' he had recognized,

recognized, by the recital of the grant of Queen Elizabeth in the thirty-sixth year of her reign, the right of ballastage to be vested in the Corporation of Trinity House, it was conferred upon the assurance, that it would not prejudice the Corporation, and the grant stipulated for the payment, by Colonel Carlos, of one thousand marks annually into the Exchequer.

This act the Corporation successfully resisted, and soon after Colonel Carlos surrendered the same to the King, who regranted it to the Trinity House, with the addition of all the waste lands bordering on the Thames, from the bridge at Staines to the waters of the Medway, for thirty-one years, the Corporation paying to Colonel Carlos one thousand marks annually; but this grant being also disputed (probably by the City of London) as to the waste lands, and the extension to Staines bridge, His Majesty granted it anew to the Corporation, as had been done by Queen Elizabeth, except that, instead of being to use, exercise, execute, and enjoy for ever, as expressed in her Majesty's grants to the Master, Wardens, and Assistants, it is expressly limited and granted, with all the fees, profits, and benefits, for the use and relief of poor seamen, their wives, &c. reserving the one thousand marks, as before expressed, to Colonel Carlos, from this fund devoted to the poor by himself. The

profits

profits and emoluments of the ballastage were, before this period, at the sole disposal of the Trinity House.

From this limitation it may be inferred, whatever rights, privileges, powers, or emoluments, the Corporation of Trinity House have formerly or do now enjoy therein, were originally belonging to and derived from the Crown, either directly by grants, or collaterally through the Lord High Admiral, whose perquisites they were; consequently these grants of immunities and possessions stood and now stand upon the like footing of grants of domains from the same authority, whether bestowed on individuals or public bodies. The grant of King Charles II., before quoted, confirms also an exemption of the Brethren, their servants and apprentices, from all manner of land service, civil or military, unless by order of His Majesty's most Honourable Privy Council.

In the first year of King James II., a charter of confirmation was granted, in which were recited former charters and grants, that had been conferred by several kings and queens of this realm. Herein the Corporation is declared to be one body, corporate and politic; the number of the Brethren is augmented from thirteen to thirty-one; old rights are confirmed, new allowed, and the peculiar designation of the Brethren expressed; their election is declared to be for life;

life; the grounds and power of removal from office are also stated, and the duties more fully detailed than heretofore; and as this is the charter in force at the present time, it may be proper to recount the heads thereof, so as to explain the scope and utility of the Institution.

After reciting the substance of the former charters, the scheme and constitution of the establishment, Master, Wardens, &c. it directs them to examine into the proficiency of the youths in the mathematical school of Christ's Hospital, previous to their being bound apprentice to commanders of ships; which is done at their public board, the Deputy Master then questioning them if they are bound with their own free consent, admonishing them, at the same time, to a sober and obedient attention to their master and their duty, and also apprising the commander of what is expected from him, in training the youth to fulfil a seaman's duty, and strongly recommending that the knowledge acquired at the Hospital be constantly exercised, and improved by every possible means. The Deputy Master, upon receiving satisfactory assurances from both parties, signs the endorsement on the indentures, and the youth is presented with a quarto volume of the Tables of Mendoza de Rioz, to which work the Corporation and its individual members subscribed largely.

To

To appoint and license all Pilots and Loadsmen into and out of the River Thames, interdicting all other persons from taking charge without being qualified and licensed by the Corporation, under a penalty of twenty pounds; that no foreign ship or vessel shall presume to sail from the Thames without such licenced Pilot, and that the rate of pilotage to foreign vessels be reasonable, but to be fixed at the discretion of the Corporation.

In order to keep the channels wholly unknown to aliens and strangers of other nations, authority is given to prevent any alien or stranger born from serving in any English ship or vessel coming into or going out of the River Thames, except for urgent causes they be allowed under the seal of Corporation, with a penalty of forty shillings for the first offence of any master who shall employ an alien.

Authority is also given to forbid, stay, and keep back any unlicenced person from taking charge of ships, and to license those only who are fully qualified and certified as such, under the seal of the Corporation, with power to fine or imprison unlicensed Masters or Pilots at discretion.

Power is also given to punish seamen for mutiny or desertion, in all merchant vessels, or for provoking, seducing, or enticing others to mutiny and

and desertion, in all ships or vessels on the River Thames, as well as to hear and determine the complaints of any mariner, seaman, purser, or other officer, during any voyage, outward or inward, subject to an appeal to the Lord High Admiral, or Judge of the Admiralty Court.

It is provided, that every ship, not navigated by three-fourths of her crew British subjects, shall be deemed a foreigner or stranger, and shall be so rated, fined, and assessed, revocable by order of the King and Council, and always revoked during war.

To prevent disorder, and redress inconveniences, the Master and his Deputy are to be always in the commission of the peace for Kent, Middlesex, and Surrey.

The power is also given to make laws and ordinances, and to alter them, and that they should be binding on all of the Guild: violation of them to be punished by pains and penalties, amercement and forfeitures, for the use and benefit of the Corporation, for the repairs of the house and other tenements and almshouses, for the relief of poor brothers and their widows, and other poor mariners and seafaring men, *and for other public uses of the said Society, to hold and enjoy the same for ever, without any account or molestation or trouble, through any invented colour or device, by any person or persons whatsoever, for and concerning the same.*

The

The Officer of the Corporation, appointed under their common seal, shall levy and receive all fines, impositions, forfeitures, and payments, imposed by the Corporation, at all times hereafter for ever.

Oaths of allegiance and supremacy to be taken before the Master, Wardens, or Assistants can enter on their office. Elder Brethren and their Clerks to enter upon their offices with a reservation to His Majesty to remove or displace them, or their successors.

Power is given to hold courts in London, or elsewhere, for the Guild, Fraternity, or Brotherhood, and the affairs thereof, and the perquisites, issues, and profits, shall be also free of any account to be rendered to His Majesty, his heirs, or successors; and it is directed that the Elder Brethren shall commune thereon upon *the conservation, good estate, and wholesome government, maintenance, and increase of the navigation of the realm, and of all mariners and seafaring persons within the same.*

Absence from the courts for six months disqualifies an Elder Brother from the office.

The Master, Wardens, and Assistants, and their Deputies, being always at the King's call, are therefore, with their servants and apprentices, being maritime or seafaring men, exempted from all manner of land service and contributions thereto, and from all assizes, juries, inquests, &c., except

on Admiralty Sessions, which they are bound to attend (upon their peril) being lawfully summoned, which exemptions are nevertheless revocable by an order of council, the Lord High Admiral being present. Sea causes were formerly tried by the Brethren, instead of at the Common Pleas, as were all maritime causes, referred by the Admiralty, which were to be reported to that Board for judgment. This is asserted to have been the case by Stowe in 1598.

In consideration of the growing poverty of seamen, power is likewise granted to purchase in mortmain, as far as five hundred pounds per annum, and not only to retain possession of and enjoy, to their own proper use and behoof, *without account*, all they have heretofore obtained, and do at present possess and enjoy, but also to possess, purchase, and enjoy any other possessions or hereditaments, without licence or writ; and others are allowed to be benefactors to them in mortmain, to the value of five hundred pounds per annum.

The charter closes with a confirmation of all former grants, perquisites, liberties, immunities, exemptions, and jurisdictions, by what name or by virtue of what charter soever, or letters patent by any king or queen of England, heretofore made, confirmed, or granted, or by any other means, right, custom, use, prescription, or title, heretofore used, had, and accustomed; and with

an exemption from all account for any thing claimed or done by them before the date thereof, with an injunction on the lord mayor, and all sheriffs, justices, officers, &c., particularly the commissioners and officers of the Customs, to aid and assist, and forbidding them to molest, impeach, vex, or trouble the Corporation, on any matter or thing herein granted.

In this abridged statement is recited the authority conferred, as well as the confidence reposed in early times upon this institution of shipmen and mariners, and such powers, privileges, and immunities, as have been conferred under the several acts and charters, constituting them a body corporate within themselves, for the increase and relief of seamen, and the augmentation of shipping within the realm, and charged with the conduct of the Royal Navy; which duties and privileges were founded upon some experience of their utility, and will appear to have been the inducement with Sir Thomas Spert, the Comptroller of the Navy in Henry VIII.'s reign, to recommend their incorporation in such terms, as at once stamped the respectability and utility of the fraternity, of which he was the first Master; nor would he have presided over a class of persons whose services were not deemed such as to warrant this interference.

The several authorities and powers, from this

period to the reign of King James II., must evince also the acquiescence of the intermediate monarchs in the propriety, not to say the necessity, of such grants; and although, under the provisions of many subsequent Acts of Parliament, and from the change of circumstances since those periods, the minor duties, required of the Brethren by the charter and bye-laws, have been superseded, their higher duties still remain to be performed, with considerable enlargement and extension. Trusts of importance, delegated from the Crown to the Lord High Admiral, have been shewn in the preceding pages to have been surrendered to the Trinity House, as more competent to carry them into beneficial effect; with the express declaration, that they were so conferred "for the good estate, wholesome government, maintenance, and encouragement of the navigation of this kingdom, and of the mariners and seafaring men within the same."

The early duties of the Brethren, therefore, were necessarily changed, from time to time, for others more consonant to the state of His Majesty's Navy, and of the commercial navigation; and they are still rendering essential service to their country, upon the improved principles and practice in maritime affairs, and the proficiency in astronomy and navigation that has been lately manifested; these they are assiduously endeavouring to impress on the minds of all who come before

before them, from the mathematical scholar of Christ's Hospital, to characters in the navy, deservedly high in estimation, the Masters of ships, whose science, knowledge, and courage are to guide future navies over the globe, and to victory in war.

It may be here necessary to state, previous to explaining what are the existing duties of the Brethren, that in the year 1687, pursuant to the charter of James II., bye-laws were framed, instituted, and ordained, having been approved by the Lord Chancellor and the two Chief Justices, (conformable to the act made in the nineteenth year of Henry VII.); but which, regulating minor matters only, have been, from change of circumstances, superseded by subsequent parliamentary statutes.

Under the charter of King James II., the present establishment consists of a Master, Deputy Master, four Wardens, eight Assistants, and seventeen Elder Brethren, eleven of whom are noble personages, and twenty are merchant commanders, as stated in the first page. From the noblemen the Master is now generally elected year by year on Trinity Monday, by shew of hands, in the hall belonging to the Corporation, Deptford Strond. The Deputy Master and two Wardens are also elected in the same manner, which two Wardens are the Juniors, those elect-

ed the preceding year being advanced to be the Senior Wardens.

The Supervisors of the Ballast-office, of the Pilotage, and the examining Committee for Masters in the Navy and Pilots, are chosen from the remainder of the Brethren, at their court previous to this election.

The Master's power and jurisdiction over the establishment is very extensive, though rarely exercised. He presides at all courts, when present, and at special courts his presence is highly requisite, although not absolutely necessary; he is or ought to be the immediate organ of communication with his Majesty, or the Government; consequently he should be one of the noble Members of the Corporation, and generally in His Majesty's confidence. Although elected every year anew by the Brethren, the term of the same Master's continuance in office is discretionary with the majority of the Brethren. It has often been five years, seldom less than three years; but Mr. Pitt, in consequence of the peculiar eminence of his character, and the eventful period of his administration, was elected successively for sixteen years.

The Deputy Master is the immediate executive organ of the Corporation, presiding at the bye-boards held weekly, and at the courts monthly, and at other times in the absence of the Master, and he may be considered in the same light

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as the chairman of other public bodies. It is expected that he arrange all the business for the consideration of the court, and his signature is necessary to all public instruments issued by their order and direction, to which the seal is affixed: he, in course, presides at all meetings of the Brethren, in the offices of ballastage, pilotage, or the examining committee, whenever he attends those departments, or any other temporary committee that may be appointed; and jointly with the Wardens, he has the superintendance of all the financial and material arrangements of the concerns of the Corporation. Thus he becomes in fact the organ of the court—the ostensible character through whom the business is conducted, in which he is assisted by the Secretary, who is the executive officer for the correspondence, and for all the business transacted in the ordinary and current proceedings, and his signature is a sufficient warrant, except where the Corporation seal is affixed; and his office being constituted under the charter, his situation may be considered as more ostensible and respectable than that of the Secretaries to most other public boards.

The Wardens are the principal authorities under the Master and his Deputy, and rank next to them; they have the peculiar superintendance of the four principal departments; the Seniors, having been Junior Wardens the preceding year, are presumed to have a knowledge of the

chief branches of their duty. The Senior of the two is termed the Rental Warden, a term sufficiently expressive of his office; the second is the Buoy Warden: of the two Junior Wardens, the first is the Book Warden, the second the Measuring Warden; the office of Warden has always been considered as of importance, much responsibility attaching thereto.

The revenue and expenditure are immediately under the superintendence of the Rental Warden; he checks all vouchers for the payment of money, the whole of the financial transactions pass under his examination, and at the quarterly audits he is obliged to vouch for the regularity of the accounts by his signature; his office is the most important of the four, so much depending on his talent and attention to the state of the vital concerns of the Corporation.

The second in rank is the Buoy Warden; he has the immediate superintendance of all the buoyage and beaconage, the extent of which, in the present day, is not readily comprehended, unless by those who have passed the station. It consists in the examination of all the channels, placing and replacing the buoys and beacons, directing their construction, repairs, &c.: in the discharge of these particular duties, he must frequently be himself afloat, and exposed to the vicissitudes of the weather and other casualties. The charge of the yachts is solely with him, and they

they are under his direction and control, as well as the floating light-vessels, with all their establishments, equipment, and stores; the number of them, and of the buoys, which of late years have been trebled, and which will constitute a part of the following detail, must verify the assertion as to the increased extent of this duty.

The third and fourth Wardens may be said to have the superintendance of what might be termed the foreign department. The policy of keeping our channels secret was particularly observed, and recommended from the earliest ages of the Institution; considerable relaxation, however, on this essential point having for many years past taken place, the Dutch, and other traders from the continent, acquired a knowledge, that subjected the country to a grievous insult and calamity, in the Dutch fleet entering the Medway in the year 1667, and rendered it open to the meditated invasion in 1803 by Bonaparte, who would have found a pilot for the undertaking in every master of a small Dutch or Flemish trader. It has since been judged highly needful to resume that cautious vigilance, and the Corporation have, by repeated representations to the Legislature and the Government when obtaining the acts on the subject of pilotage, in great part corrected the laxity complained of; and after the present race of skippers or masters are gone,

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we may possibly regain the former exclusive knowledge; for however desirable it may be to relieve trade of its burthens, the control over the foreign vessel should never have been relinquished, nor the commercial interest have been suffered to usurp the ascendancy over the political safety of the nation. It is therefore the province of the third Warden to attend to the collection of those revenues, which in former times upheld this principle, and constituted a tax upon every foreign vessel that frequented the port of London, and which has been continued to the present time. Its origin cannot be traced, but will be explained hereafter, as far as the records permit. As every master of a foreign vessel must have an acquittal, before he will be allowed to clear out, so certificates are granted of the payment, and the register, in which the account is kept, is signed by two Brethren, of which the Book Warden or his Deputy should always be one.

As this toll is according to the tonnage, it is the fourth Warden's province to go afloat and measure every foreign vessel, so as to ascertain it, and her draft of water upon arrival: this duty is sometimes, from the great influx of foreign vessels, incessant, and cannot be delayed or omitted on account of the weather: he has at command a boat and two watermen, for this express purpose; but those vessels which have

previously

previously undergone the measurement are not again subject thereto. The register kept in this department will always furnish the number of foreign vessels frequenting the port, to which both the Ballast-office and Pilot-office can refer, for the tonnage, period of arrival, and departure of every vessel under a foreign flag, some of whom return in a few days; others remain several months in the port.

These appointments are coeval with the Institution itself, and constitute the executive government, as well as the peculiar superintendence of their respective departments; and as each Brother, in rotation, is called upon to fill them, after he has been a member four years, so all are in turn furnished with the means of knowing the concerns of the Corporation, and invested with a portion of the authority for conducting them.

In the Ballast department, there are two of the Elder Brethren as Supervisors, one of whom is annually elected, consequently their office is for two years, the junior becoming the senior; hence there is a succession that always leaves one fully informed of the business of the past year, and in course there is an uniformity in conducting it, which never rests with the inferior officer of the establishment beyond what is requisite.

This is a most important branch of public duty, for any injudicious removal of the banks

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in the river might render its channels less fit for navigation; the confining of the flux and reflux of the tidal water and the freshes to a narrow space causes deep water, when the enlargement of the area through which they pass would very soon lessen the depth. Discretion and principle are herein particularly needful, and if once the public should be authorized to remove the banks, as might be required for any individual purpose, (for the hindrance to which the Brethren have been censured, even in a committee of the House of Commons), the utility of this fine river would become precarious, if not be wholly destroyed. This fact, although very little considered or understood, it is the Supervisors' duty to attend to, and, whatever obloquy or censure may result, to uphold the principle through all the proceedings of the department.

An establishment of clerks, distinct from the current business of the house, belongs to this office. There are also rulers, assistants, watermen, lightermen, and from thirty to forty lighters, according to the requisitions for ballast; the crews of which there is no small difficulty to keep in due subordination.

The building and repairing of such a number of lighters, employed in the most laborious service possible, and exposed to the severest pressure amongst the shipping, causes an expenditure little calculated on, but which necessarily requires

requires a superintendence as unremitting and attentive as economical, in order to supply this essential article to shipping on the lowest possible scale: hence the attendance of one of the principals is a permanent duty; but such have been the prices of the necessaries of life, and of every article and implement in use, and so reduced are the profits, from the absence of foreign vessels, whose rates for ballast are proportionably higher than those on British tonnage, that at this period the poor superannuated ballastmen can scarcely obtain a provision of any consequence toward their support, from the surplus.

Two Supervisors of Pilotage, elected like those of the Ballast-office, have been rendered necessary by the improved and very extended system of the Act of 48th George III. cap. 104, and the subsequent one of 52d George III. cap. 39*. The impositions daily practised by the Pilots, the

* After the passing of the last Act of the 52d George III. cap. 39, for the regulation of pilotage, foreigners, with the collusion of others, contrived to evade the intention of the Legislature, and to pilot their own vessels, or defeat the collection of the surplus pilotage: hence a short Act became necessary to constrain foreigners, at all events, to pay pilotage, as is the case with British vessels on their coasts, and the employment of pilots has been the consequence; for out of six hundred and seventy foreign vessels that have come into the river between January and July in this year, only eleven have entered it without pilots, proving the efficacy and policy of the Act.

the uncertainty of their demands, the perpetual exactions upon foreigners especially, became so notorious, discreditable, and heavy, as to militate against the welfare of the metropolis; while the slender check which the Trinity House had over them, under the act of 5th George II. could not correct the evil; independent of which there seemed to be, throughout the whole coast of England, a want of knowledge and regulation, such as led not only to great confusion, but to losses and damage without limit; men under the designation of Pilots, taking charge of vessels for the sake of the reward, often where they were as uninformed as children, trusting to their good fortune or the chapter of accidents for ultimate safety, rendered this Act indispensable: what a catalogue of black and dismal events that chapter contained, and how many lives were lost, and how much property sunk, which the underwriter had to pay for, does not, nor ever will appear.

In the year 1804, the Corporation, in the consideration of this great subject, authorized the Deputy Master to have communication with that superior statesman, Mr. Pitt, on the expediency of repealing the act of 5th George II. and obtaining another of more effect, which he acquiesced in.

The first bill was framed under his sanction, the object of which was, not only to regulate what

what related to the Thames, but to establish a system for the whole coast, and for all ports where no authority existed to that effect, under any charter or Act of Parliament.

In consequence of the death of that minister, and the succession of an entire new administration, and of others subsequently, the Brethren could not obtain the act, but after several sessions; in which interval several of the clauses introduced into the first bill were adopted at other ports, to improve their system of pilotage and to extend the limits of that authority which had been granted under the respective acts or charters referred to, which clauses were introduced often through the medium of acts passed prior to the Trinity House Act of 48th Geo. III. cap. 104, under titles very different in designation; and thus they obtained an exemption from any control of the Trinity House, which is mentioned with no other design than to shew the origin of those regulating clauses.

To explain the duties of this department, and its good effects, it is only needful to refer to the little publication containing the digest of the act, the bye-laws, the rates, the selected districts, and the lists of the several qualified Pilots for each port. The arrangement for Sub-Commissioners, for superintendence, &c., the constant communication with every port in the kingdom, under the control of the corporation, and a regular

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we may possibly regain the former exclusive knowledge; for however desirable it may be to relieve trade of its burthens, the control over the foreign vessel should never have been relinquished, nor the commercial interest have been suffered to usurp the ascendancy over the political safety of the nation. It is therefore the province of the third Warden to attend to the collection of those revenues, which in former times upheld this principle, and constituted a tax upon every foreign vessel that frequented the port of London, and which has been continued to the present time. Its origin cannot be traced, but will be explained hereafter, as far as the records permit. As every master of a foreign vessel must have an acquittal, before he will be allowed to clear out, so certificates are granted of the payment, and the register, in which the account is kept, is signed by two Brethren, of which the Book Warden or his Deputy should always be one.

As this toll is according to the tonnage, it is the fourth Warden's province to go afloat and measure every foreign vessel, so as to ascertain it, and her draft of water upon arrival: this duty is sometimes, from the great influx of foreign vessels, incessant, and cannot be delayed or omitted on account of the weather: he has at command a boat and two watermen, for this express purpose; but those vessels which have

previously

previously undergone the measurement are not again subject thereto. The register kept in this department will always furnish the number of foreign vessels frequenting the port, to which both the Ballast-office and Pilot-office can refer, for the tonnage, period of arrival, and departure of every vessel under a foreign flag, some of whom return in a few days; others remain several months in the port.

These appointments are coeval with the Institution itself, and constitute the executive government, as well as the peculiar superintendence of their respective departments; and as each Brother, in rotation, is called upon to fill them, after he has been a member four years, so all are in turn furnished with the means of knowing the concerns of the Corporation, and invested with a portion of the authority for conducting them.

In the Ballast department, there are two of the Elder Brethren as Supervisors, one of whom is annually elected, consequently their office is for two years, the junior becoming the senior; hence there is a succession that always leaves one fully informed of the business of the past year, and in course there is an uniformity in conducting it, which never rests with the inferior officer of the establishment beyond what is requisite.

This is a most important branch of public duty, for any injudicious removal of the banks

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in the river might render its channels less fit for navigation; the confining of the flux and reflux of the tidal water and the freshes to a narrow space causes deep water, when the enlargement of the area through which they pass would very soon lessen the depth. Discretion and principle are herein particularly needful, and if once the public should be authorized to remove the banks, as might be required for any individual purpose, (for the hindrance to which the Brethren have been censured, even in a committee of the House of Commons), the utility of this fine river would become precarious, if not be wholly destroyed. This fact, although very little considered or understood, it is the Supervisors' duty to attend to, and, whatever obloquy or censure may result, to uphold the principle through all the proceedings of the department.

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ditions or stipulations of any grant or charter, and must have devolved on the Brethren through some very early arrangements, after the incorporation, but of which there is not the least record. At that time seamanship, and a knowledge of the coasts and pilotage, were little understood, and this was the only maritime board at all competent to such duty; and the business has been, it is presumed, so satisfactorily conducted, that no attempt to institute another for the purpose has been made, with the exception of one instance that it is now unnecessary to particularize, but, if established, would have entailed a considerable expence on the nation. The first examination is generally for a sloop or cutter; and after a year's service, the Master may be examined for a sixth rate, or if experienced by length of service in the station, for a fifth; then for a fourth, or third rate, in which latter he cannot have served less than twelve months, to be entitled to examination for a first or second rate.

These repeated investigations of a person's talent are such a criterion to ascertain his qualification to conduct large fleets in war, that they have proved of invaluable utility; and the superior skill and ability which the Masters have displayed, on the most trying situations, fully justify the declaration of their being most

useful

useful and estimable characters, and, from the knowledge they possess, an ornament to the profession,

By a late regulation, Pilots are subjected to a similar trial, before they are declared qualified to take charge of the largest class of our merchant ships: they must have acquitted themselves without imputation of misconduct, for three years, in vessels under fourteen feet draft of water.

To the Examining Committee are referred for consideration all communications on improvements in nautical matters, and they report an opinion on such references, as well as on the inspection of charts, sailing directions, discoveries of sands, shoals, and on maritime suggestions; they also constitute sometimes, with the Supervisors of the Pilot-office, a joint committee on points of material importance.

The respective departments of the Corporation have been thus detailed, and they furnish constant, and in some instances, daily employment to thirteen of the Merchant Brethren: the remaining seven, it may readily be supposed, are so far advanced in life, as to be unfit for active duties; but their experience and knowledge are of the first consideration at the courts and bye-boards, which are held on Thursday,

 when,

when, with very few exceptions, the whole of the Brethren attend.

One species of duty has been common to all—that of attending, at a place appointed, on the first Monday in every second month, to pay the pensioners, or their representatives *.

Independent of the permanent employment, as has been described, the casual duties of the Brethren are many. The charter prescribes their attendance on all maritime causes, when the Judge of the Admiralty may think it necessary to require it; hence there are constant applications, when that court sits, for two of the Brethren to attend the Judge, as Assessors; and selection is made from the Brethren of those who are best acquainted with that part of the sea-coast that the litigation refers to; and this particular, the present most intelligent Judge, Sir William Scott, has expressly directed the summons to notice.

Surveys upon the coast, at particular periods, become essential: the light-houses, floating-lights, and every variation of the sands, are attentively inspected, and reported on by a committee, who proceed in the yacht. The examining and

* In order to correct impositions, to save the poundage to the poor living at a distance, and for other considerations of material import, an ameliorated system has been lately established, by which the inspection of all the pensioners can take place, and those other evils rectified.

and buoying out new channels, or improving the marks, buoyage, and beaconage of the old, constitute also a duty of importance; and it is but an act of justice to remark, that several of the Brethren volunteered, during the late very hazardous war, notwithstanding the risk and danger of a coasting voyage, from one extremity to the other of the coasts, from Scilly to Fern Islands, and persevered in this part of their duty, not deterred by any personal considerations.

Other surveys also, on the requisition of proper authorities, they have ever considered as matter of public duty, and there have been frequent calls of that nature upon them, on the part of government, which have been fulfilled; the constant references also on maritime topics, or relative to ports and harbours, manifest a confidence that it is presumed has never been misplaced, the Brethren being disposed at all times to render every service in their power gratuitously to government.

As these constant and essential duties presuppose a compensation to the Brethren of the different departments, and the presumed magnitude of it has been subject of remark, it is highly requisite, upon all accounts, that this should be stated distinctly.

Of the thirteen Brethren who preside therein, no one has more than £100 per annum from the

 revenues,

revenues, as salaries, except the Deputy Master, who has £150 per annum only as such.

The Wardens, who had heretofore £60, have now £100 per annum.

The Supervisors of the Ballast-office are paid £100 per annum each, from the revenues of that department.

The Supervisors of Pilotage are also paid £100 per annum each, from the revenues of that department.

The Examining Committee have each £100 per annum; their salary was £50 only to each, which was paid from the forfeits for non-attendance at courts; but in consequence of the additional trouble and attendance occasioned by the Pilot Act, a further sum of £50 to each has been paid them, from the revenue of that department.

These particulars lead to the notice of the general compensation or emolument received by the Brethren for their attendance and services, which arises from a source of revenue that (as far as can be traced or discovered in the earliest periods of their institution as a society) originated in the principle of encouraging British navigation, and for that end assessing foreigners frequenting the Thames, from whom this fund was and is now derived.

The ancient records refer to the policy and necessity

necessity of keeping the channels secret; hence foreign vessels were never permitted to enter the river without a Loadsman or Pilot; and, by late charters, no foreigner was allowed to serve in any merchant shipping out of the Thames, without a licence from the Corporation.

Tradition has handed down an account of dues paid by foreign vessels, under different designations, which originated, as is supposed, for it cannot be at all traced, in some compact between the owners of foreign vessels and the then existing society of Pilots, for having Loadsmen waiting for them, *on their arrival at the entrance of the river*, where they had been accustomed before to remain until Pilots were sent to them from Deptford, or elsewhere.

This prevented their detention in an exposed situation, and was of great benefit to their commerce and the general interest; and although they were supplied with Loadsmen more readily than before, it appears to have been on some rotationary principle, which was found still inconvenient.

As the commerce extended itself, the principal Pilots substituted others, it is supposed, reserving themselves for the vessels of most importance, and the society increased in numbers, as the requisition for them became more frequent; apprentices were necessary, in order to qualify proper

proper persons for this service, who possibly became Younger Brothers when their apprenticeships expired.

It was likewise probably found, that the system of rotationary employ not only created great delay to the foreigner, but occasioned many inconveniencies amongst themselves, from the confusion of turns, and their apprentices interfering with each other, so that their respective emoluments were uncertain and disputed, all which rendered some improved and preferable mode indispensable.

Hence, when the compact was finally settled with the foreigner, those dues which had been adjusted, independent of the pilotage, were carried to a general account, and divided amongst the heads of the then association, since the charter of Henry VIII. amongst the Elder Brethren; nor is it possible, in the present day, to furnish a more explicit statement of the origin of this species of revenue. Time immemorial has sanctioned it, and this usage or perquisite, whichever it may be termed, consequently fluctuates with the accumulation or decrease of foreign vessels entering the port of London, and is often very trivial, especially in peace. Some of the designations have been preserved, although very obsolete, such as Ffoot Gelt, Loadsmanage, Short Entry, &c. Under the term

term Loadsmanage, the foreigner has paid, time out of mind, seven-pence per ton, independent of the pilotage. Ffoot Gelt was another ancient due, of which there exists no record but of its collection, amounting to eight-pence upon every foot of water the vessel drew: all strangers indiscriminately paid it. Short Entry is another equally ancient due, being one penny paid by strangers for every twenty tons on each one hundred of the vessel's burthen, according to the then computation, to ascertain the tonnage of every foreign vessel, which is now done from actual measurement, by the fourth or junior Warden, as before recited.

All these tolls, however insignificant they may be deemed in the present day, were not so in those early periods, but operated powerfully in favour of British tonnage. They have been paid, for a series of years, without repugnance or hesitation, as they are now collected at the same rate only; whereas, if the difference in the value of money had been fairly appreciated, and the tolls levied in proportion, the result would have been not only beneficial to British interests, but have afforded a better compensation to the Brethren, whose services were so indifferently requited by this due, every other being appropriated to the relief of the poor, that in the year 1732, when the affairs of the Corporation came

came before Parliament, in consequence of the appeals of the Pilots and others, it did not exceed £29 per annum to each.

It has been conceived, by some learned counsel, in an opinion taken many years back, but which has been preserved, that these payments were very ancient dues to the crown, granted to the Brethren of the existing institution, for services performed, and now claimed by a prescriptive right.

It must be obvious that the mode of compensation here explained has nothing to recommend it but its antiquity, and that the monthly distribution is no way consistent with the usage of other establishments, either as to the amount or the respectability attendant upon annual salaries to the members.

The noble Brethren have, with two or three exceptions, left their proportion in the cash of the Corporation for general purposes; and those who regularly attend the courts and bye-boards, and conduct the business, would be much better satisfied in a fixed salary for such duties, upon an average of the last thirty years, sanctioned by authority.

Be this as it may, the dues referred to, whether so derived in the earliest periods of maritime intercourse, or from the compact before recited, stand on a more solid principle and

usage

usage than the prescriptive rights and privileges of any other company or public establishment, having been sanctioned, in the Act of incorporation, by King Henry VIII., and recognized by charters and grants of his successors, as well as by the acts of the legislature, wherein are recited the rights, privileges, and immunities of the Guild; these dues, though not each specifically named, become inalienable by any authority, without the concurrence or surrender of the Brethren.

The grants of domains by that monarch and other kings and queens, his successors, to either public bodies or to individuals, might as well be questioned, and such grants might as justly be resumed, as great part of those which have been conferred on the Corporation of Trinity House.

Having now stated the duties of the Brethren, with the compensation for service at this time, it may not be irrelevant to advert to the surrender in Queen Elizabeth's reign, by the Lord High Admiral, of all those his immediate perquisites of office before-mentioned, praying that they might be granted to the Trinity House. These perquisites were in consequence transferred without any restriction, as is expressed, to use, execute, and enjoy for ever, for the "maintaining, upholding, and conservation of the Guild, Fraternity or Brotherhood, and the dignity of the Corporation and its good estate;" and the enjoyment

ment of this grant was in the Corporation unlimited, unappropriated, and undisturbed, until the reign of Charles II.

It is impossible to form any judgment or estimate of the distribution of these perquisites of the Lord High Admiral, before the charter of King Charles II., or what proportion had been allotted to the poor and what to the Brethren, who consisted of thirteen only*, under the charter of King Henry VIII.; but the office having been conceived to have been one of considerable advantage, which possibly it might then be, it has been inferred likewise to be so at the present time, from the general opinion then formed of it, and which even now prevails, notwithstanding the record in 1732, of the House of Peers, to the contrary †.

Whatever were the emoluments of the thirteen Brethren before the charter of King James II., who extended their number to thirty-one, they

* Appendix, No. V.

† Sir Dudley Ryder's opinion in August 1732 was, that the Corporation were not bound to apply the surplus revenue of the buoyage and beaconage to charitable purposes; but this must be supposed to be confined to the profits of the actual buoyage and beaconage as enjoyed by the then Lord High Admiral Howard on his surrender, not that species of beaconage arising from light-houses adopted so long afterwards, upon which no doubt can be expressed, after the usage of so many years, and the reasonableness of the measure.

they must have been considerably reduced to each by such augmentation of the numbers; and from this declaration of the duties, it is evident the Institution, as he found it, must have been of some consideration, consequently of value to those who dedicated their time to such efficient duties, which, possibly falling heavy on the junior or active members, rendered the application for a new charter, and an increase of number, needful.

The charter of King James II. gave the perquisites, issues, and profits of the courts to and for the use of the Corporation, for the better maintenance and preservation thereof, without any account to be made or rendered to himself, his heirs or successors; therefore, what had been obtained by former usage, prescriptive rights, ancient custom, privileges, or immunities, by charter or otherwise, was conferred and held solely at the disposal of the Corporation. That this is the precise sense of the grant may be seen from the limitation of fines, forfeitures, &c. for infringing the rules, orders, and regulations, towards the repair of the Trinity House, or the almshouses—for the relief of poor Brothers and their widows—"and then to such seafaring men as shall be thought meet, and for the public uses of the said society;" nor can any terms be stronger than those in the charter, that the Corporation

poration should hold and dispose of their revenue without accompt to any one.

That in acts of charity they abounded, without the injunctions of any higher authority, is manifest from a subsequent clause in the charter, which recites, that forasmuch as, from the poverty of mariners and seamen *belonging to the Corporation*, they are not able to be relieved, from the revenues of the lands and possessions of the Corporation being so small in yearly value, they were authorized to receive and purchase in mortmain, &c. to the extent of five hundred pounds per annum, with power to others to become benefactors to the Corporation in mortmain, notwithstanding any act to the contrary.

The benefactions in money, as recorded in the Trinity House, from the year 1612 to 1792, amounts to ten thousand seven hundred and twenty-nine pounds; the two first in 1612, were, one fifty pounds, the next one hundred pounds, no inconsiderable gift in those days. The estates of Newington, given by Christopher Merrick in 1660, of three hundred and twenty-four pounds per annum; of Huttons, by Captain Fisher, of forty pounds in 1704; and one in Lincolnshire of one hundred and seventy-one pounds, by Captain Sanders, beside some annuities, equal to seventy-four pounds per annum, were the total of income from land.

It

It is hoped these pages may manifest an equal claim to the confidence of the Sovereign, the Legislature, and the highest authorities in church and state, on the part of the existing Brethren of the Trinity House, who have accepted the appointment, not as one of profit or emolument, but of eminence and superiority for naval characters, especially in the line of the mercantile employment, while it affords them the means of rendering pecuniary relief to many of their own profession in distress, which blessed privilege has rendered salary or compensation not an object of consideration, from the independence of their circumstances and the moderation of their views.

To close this subject, it may not appear incorrect to state, that the former expenditure of the Corporation in acts of charity, though to a considerable extent, bears no proportion to the sums now dedicated to that purpose. From the year 1800 to 1816, the distribution has been increased eleven thousand nine hundred and thirty pounds annually: the foundation of this extensive benevolence is the increased trade and prosperity of the country, and the sources of it are now to be detailed at length.

The most important one is that of the buoyage or beaconage, which has been explained to arise

from the surrender of it by the Lord High Admiral Howard to Queen Elizabeth, and from her granting the same to the Trinity House; and whether the surplus revenues were wholly dedicated to the poor, or intended so to be, or not, there is no necessity to inquire—they are wholly appropriated to that object at the present time, and have been for very many years.

The utility of buoys and beacons, to mark out the limits of particular sands, which are in the line of the navigation, to caution those who have the conduct of the ships or vessels using the channels, to mark out the several dangers on their right hand or left, or to guide them in the fair way, is so obvious as to need no explanation. The buoys are in general constructed of a size corresponding with their particular situations: thus they are either ten feet, eight feet, seven feet, or six feet, in length, with a proportionate diameter, a smaller size not being readily discernible: they are painted red, white, black, chequered; some have vanes upon a staff six feet above the buoy, a species which has been chiefly used by the Trinity House, for the purpose of discrimination amongst a number, and may be termed beacon buoys, which their experience led them to adopt and to continue. The numbers have of late been very much increased,

creased, rendering navigation more secure, although, it must be confessed, a multiplication of them, indiscriminately placed, leads to confusion, and often to the neglect of other precautions. The drifting from their stations also, which is unavoidable, from vessels getting foul of them, and in consequence sometimes of heavy weather, is productive of great inconvenience, and it is therefore with great consideration the Court concur in the increase, unless where new channels are to be buoyed out.

In the year 1684, there were sixteen buoys and beacons maintained by the Corporation of Trinity House, at a cost of one hundred and forty-four pounds annually. In 1776 there were only twenty-one buoys, as in the Appendix, No. VI. In the year 1816, there were sixty-five buoys between the South Foreland, Orfordness, and Gravesend. The particular increase will be exemplified by the list referred to, and at the same time shew that more assistance in this line has been given towards the safety of navigation, than existed at any former period, and there is less occasion to hesitate about the payment of the rates now levied, and which are but the same as in years past.

The beacons referred to in the preceding paragraph are vessels which are sunk, and whose

masts bear a mark of discrimination, to denote the sand upon which they are deposited, but which are so often carried away by the negligence or design of many masters of vessels that *can* pass over the sand, as to make the renewal of them a heavy charge to the Corporation, the cost of one, and the consequent expence incurred in placing it, being seldom less than four hundred pounds. It has been therefore needful to devise some other method of communicating the knowledge of danger, and hence the flag buoy has been placed where circumstances would admit.

The standing beacons on shore fall also under this designation of beaconage, of which there are not many erected for that purpose solely. Amongst the extended improvements since the incorporation of the Trinity House, a species of beaconage has been adopted (and increased in the same progressive ratio with the buoys), more particularly calculated for the safety of navigation upon the coast, as the buoys are for the rivers and anchorages. This consists of light-houses, which have been erected in such numbers, wherever they could administer to the safety of lives and property, as to excite in the mariner's mind a satisfaction, which before must have been clouded by doubts, difficulties, and apprehensions;

apprehensions; and which contribute to their preservation by night as by day.

It may be supposed that the substitution of them for the *permanent* beacon, which the act of eighth of Elizabeth (confirmed and extended by the grant in the thirty-sixth year of her reign), had vested the right of erecting in the Trinity House, was founded on the recollection of the utility of those famous edifices in days of yore, which marked the entrances into Alexandria, Rhodes, &c.

The application of them, as guides for the safe navigation of a lengthened coast, had not in those days been adopted, but is an improvement in late times; and this country is justly entitled to the merit of the extension of them, and of their improvement.

From the inability, through want of funds, to erect them in sufficient numbers, or maintain them at the expence of the Corporation, conformable to the statute, the aid of tolls was resorted to, under special agreements with the maritime and mercantile community who were interested so deeply in their establishment; and upon this principle grants were conferred by the Crown of the dues thus mutually agreed upon, which, once obtained, enabled the Corporation to effect what their own funds were not competent to; hence

they were likewise, in some instances, leased with the tolls to individuals, under particular engagements as to their construction, mode of lighting, &c. &c. for a term of years. The undertaking of such extensive measures might have absorbed those funds upon which their poor were supported, and in this early stage of the experiment the Corporation would not have been justified in such an appropriation of their limited capital.

Nor were these grants of tolls for the maintenance and erection of lighthouses (notwithstanding the tenor of the act of the eighth of Elizabeth, and the aforesaid grant) exclusively enjoyed by the Trinity House; but as they were in a short time found to yield a considerable revenue, they were conferred on certain high officers of government, in remuneration for services, and to other persons who were in confidence and favour with the monarch. They have also been granted, under specific Acts of Parliament, to some individuals who had interest sufficient to supersede the authorities before quoted, and all the privileges and influence of the Trinity House. Hence many of the lighthouses are in the hands of private persons, and what is more unfortunate for the public, the Corporation have no superintending control to

constrain

constrain the exhibition of them in the most effectual style for the safety of navigation. To this cause may be attributed the number of defective lights, long after an improved system had been discovered, and established by the Trinity House throughout all the lighthouses in their possession. Many lives, and immense property have consequently been sacrificed, which could be detailed in so many instances as to excite the most sensible commiseration and regret. As some of those lighthouses held by lease from the Corporation had resisted the improved method, the Brethren determined never again, under any circumstances, to grant a lease—advantage having been very ungenerously taken of the public, in the miserable exhibition of the lights to save expence, when the revenue would have abundantly paid for every improvement, with a large surplus to divide amongst the proprietors.

It is peculiarly a duty to state that the owners of the Dungeness, Forelands, and Orford lighthouses, were most ready, on the application of the Trinity House, to afford to the public that substantial justice; and their humane consideration for the welfare of nautical men entitles them to the gratitude of every seafaring character and of the nation at large.

It may here be proper to state, in what mode the grants for the erection of new lighthouses are obtained by the Corporation.

When the erection of any lighthouse is in contemplation, its utility and expence are discussed at the Trinity House, and if the measure be considered beneficial, the commercial and maritime interests weigh also the project, and if satisfied therewith, unite in a memorial to the Trinity House, praying them to erect, or cause to be erected, the required lighthouse, consenting to a tax or rate for its cost and maintenance, at a certain adjusted amount per ton for every ship passing it, according to the nature and importance of the light to be exhibited, which is sometimes one penny per ton of the vessel's burthen, for some one halfpenny, for others one farthing, often only for the voyage, or for each time of passing, as circumstances warrant: this is, however, but seldom any cause of difficulty in the negociation.

With this memorial, and subscription consenting to the toll, application is always made to the Crown for a patent or grant, which application and memorial, and every other document to substantiate the necessity of the light, are referred to the consideration of the Attorney General, who gives due notice to the persons concerned—

concerned—hears any objection thereto, and either sanctions or rejects the application. In the former case he recommends to the Crown the grant of such patent, upon the conditions stated or amended, and the toll then becomes permanent after the exhibition of the light;—so little power have the Corporation to establish any light at their discretion, or to levy any toll for its maintenance on the trade or shipping.

In the first establishment of lights in this country, coal or candles were used; in very early periods oil was in use, but in a mode very inferior to that which now prevails. When most wanted, the light from coal, unless protected by glass, was, from the effect of storms of wind or snow, least perceptible: candles were more objectionable. The many evils resulting from these methods, and the substitution of some more efficient system, was frequently the subject of deliberation, till at length the present plan was suggested, examined into, and adopted.

It is about thirty years since, that the Deputy Master and some of the Brethren proceeded to the coast of France, to examine the recently-invented Argand lamps, introduced by that nation into their lighthouses; and after having at a considerable expence, and with unremitting trouble and solicitude, exposed them to the test

of

of various trials and experiments at sea and on shore, the Brethren were satisfied of their superiority over every other mode, and at length decided on the introduction of them, with either lenses or reflectors, into all the lighthouses under the control of the Trinity House, adapting to local circumstances the mode of their exhibition.

In the present day, this principle is become general, at most of the lighthouses, notwithstanding the repugnance of some of the lessees, and others concerned in them.

The exhibition is, in many instances, accompanied by machinery, to give a complete distinction to the light; and, in some lighthouses, seven Argands and reflectors are placed on each face of a triangular frame, displaying a powerful brilliancy, sufficient to pierce the gloom o. the darkest night, while the revolution it makes, which is universally known, is so decided a mark for distinguishing the light, as to preclude the possibility of mistake, thus affording a security to navigation beyond what was originally conceived or expected.

This method of exhibition upon the coasts of England has been since extended to Scotland, Ireland, and many distant countries, and the corporation's manufacturer of lanthorns, lamps, reflectors, &c. has, by the general adoption of the

the principle, had full employment, no preferable plan having anywhere been suggested.

The Members of the Corporation, alive to their duties as conservators of the British coasts, and anxious for the safety of their fellow-seamen, and the preservation of national and commercial property, have derived inexpressible gratification from the success which has attended these measures; the losses at sea having been considerably diminished is an ample reward for all their labours.

Soon after the adoption of the Argand lamp, the discovery of illumination by means of gas was communicated to the Corporation, who, still thinking it a duty to carry the improvement of their system to the utmost practicable extent, were induced, on the representation of an old scientific man, of the name of Champion, to engage in further experiments under his management.

By this they obtained, from the vapour of coal, a more brilliant and powerful light, forming a column of six feet in height, and six or eight inches in diameter; but the uncertainty of its duration, inability to regulate the supply, and various difficulties which the projector could not remove, opposed such objections to the plan as to render the abandonment of it necessary, after an expenditure of five hundred pounds.

The principle has been since brought into operation

operation under more favourable circumstances; the supply has been duly regulated, and every difficulty in the way of lighting manufactories and streets removed; but, as the failure of a light, at any period, might occasion infinite distress and loss at sea, a failure that never can occur with the Argand lamp to the extent of total darkness, or of much lapse of time before its renewal, when declining; and as, upon an experiment made and repeated by the late Captain Huddart, the strength of the gas light did not appear to equal that of the Argand burner, the idea of its adoption was laid aside: neither is it probable that it will be admitted into the lighthouses, unless there be a failure of the supply of spermaceti oil—a contingency not impossible to occur, in consequence of the scarcity of the fish at this period, compared with the quantity found in past years, superadded to which is the circumstance that the whale is not so prolific as other fish.

Independent of these reasons for not admitting the gas, it is incumbent on the Corporation to give that encouragement to the employment of seamen which the whale-fishery affords, the transit of the pit-coal from which the gas is extracted in the greatest quantity, being by barges on canals.

The account of the several lighthouses is as follows, viz.

List

List of Lighthouses and Floating-lights, the Date of their Erection, the Number, Toll of each, and to whom they belong.

Date.	*Names.*	*No. of houses*	*Toll.*	*Description.*	*To whom they belong, &c.*
1635	Dungeness ..	1	1d ℔ ton.	Fixed.	Mr. Coke.
1636	Forelands ..	2	1d "	Fixed.	Greenwich Hospital.
1637	Orford	2	1d "	Fixed.	Lord Braybrooke.
1664	Harwich....	2	1d "	Fixed.	Government.
1665	Tynemouth .	1	1½d "	Fixed.	Mr. Fowke.
	Hunstanton .	1	½d "		Harbour Light.
1676	Lowestoff ..	2	12d for 100 tons, and 4d ℔ voy.	.....	Corporation of Trinity House*
1678	Winterton ..	1	.....	.....	Included in the Orford, Lord Braybrooke.
	Spurn.....	1	1d ℔ ton.	Fixed.	Coal-light, Messrs. Angel & Co. (with a Swape).
1680	Scilly.....	1	½d "	Revolving, with 3 faces.	Trinity House.
1694	Eddystone..	1	1d "	Fixed.	Now in possession of the Trinity House.
1708	Skerries	1	1d "	Fixed.	Mr. Morgan Jones.
1713	Milford	2	1d "	Fixed.	Now in the Corporation of the Trinity House.
1716	Portland....	2	½d "	Fixed.	Now in the Trinity House.
1717	St. Bees....	1	1d "	Fixed.	On lease from Trinity House.
1719	Foulness....	1	¼d "	Revolving, with 3 faces.	Trinity House.
1723	Caskets	3	½d "	Revolving.	Ditto.
1733	Nore	1	12d ℔ 100 tons.	Floating.	Ditto, two lanterns horizontal.
1735	Wells.....	1	½d ℔ ton.	Floating.	Ditto, ditto
1737	Flat Holme .	1	1d "	Fixed.	On lease to Mr. Dickinson.
1759	Smalls	1	½d "	Fixed.	On lease to Mr. Bond.
	Lizard	2	½d "	Fixed.	Trinity House.
1778	Ferns.....	3	1½d "	Fixed.	On lease. Trinity House improved them lately.
	Chester	1	1d "	Fixed.	Bought out the lessee to improve, Trinity House.
1786	Needles	3	½d "	Fixed.	Were two—Trinity House.
1788	Owers	1	½d "	Floating.	Trinity House, one lantern on the mast.
1790	Hazeboro' ..	2	½d "	Fixed.	Ditto.
	Do. Floating	1	½d "	Floating.	Ditto, two lanterns horizontal
1795	Goodwin ..	1	½d "	Floating.	Ditto, three in a triangle.
	Longships ..	1	½d "	Fixed.	On lease to Lieut. Smith.
1798	Sunk	1	½d "	Floating.	Trinity House, one on the mast
1807	Flamboro' ..	1	½d "	Revolving, with 3 faces, and coloured glass	Ditto.
1808	South Stack.	1	1d "	Revolving, with 3 faces.	Ditto.
1816	The Galloper and Gull lights		No Toll.	Floating.	No Toll required by the Trinity House for the former, Greenwich Hospital upholding the latter.—Two lights horizontal in each.

*Another floating light has been moored in the Stanford Channel off Lowestoff, and incorporated therewith at a very small increase of toll.

The Bembridge light, placed by Government, has two lanterns, one at each mast, at twenty-five feet, and eighteen feet above the vessel's deck.

It may be here observed, that until the year 1680 no grant of any light was made to the Trinity House, except the Lowestoff, the toll of which was very insignificant before that time.

The emolument derived from all light dues belonged to those who had influence to obtain grants of them from the crown, and has been handed down to their heirs or successors, without restriction or limit.

This has been the case with others which of late years have been erected under specific acts of the Legislature, while the dues of the Trinity House are dedicated to the relief of the poor seaman or his family, after the expence of the lights has been defrayed, and, in the first instance, a sufficient sum received for the building, lanterns, &c.

The state of the tolls, as exemplified, will also manifest how much lighter to the shipowner the rates of the Corporation are, than those of any private individual furnishing the same accommodation and security; and, moreover, when it is considered that the surplusage of their dues is devoted to purposes of benevolence, it is matter of astonishment that those belonging to the Trinity House should ever be the cause of dissatisfaction.

The Scotch lights are maintained by a heavy toll upon ships passing any one of them, as though they had derived benefit from all.

The

The Irish lights are supported by a general toll upon the tonnage of all vessels entering any Irish port, whether passing them or not.

The lights of England are maintained upon a principle different from either. A ship pays only for the benefit of that which she passes, and frequently once only for the voyage out and home.

The following facts will shew likewise that the Corporation have embraced every means to render the improvement of the lights general.

It has been already observed, that several liberal-minded proprietors adopted the improved system of lighting, but that others declined it, and the want of a controlling power had occasioned the loss of many ships, many lives, and much property.

Long before the expiration of the lease of the Lizard lights, every reasonable inducement was held out to the lessee to adopt, upon a moderate scale, these improvements; but the tenure of the lease, like Antonio's bond to Shylock, was coldly quoted, and the terms proposed were refused; nor could any impression be made on the principal lessee, who stated the division and subdivision of interests in the concern, as a reason for not acceding to the proposition.

It was evident, however, that the increase of expence

expence to be incurred furnished the objection, although the revenue had increased beyond all calculation, by the extension of commerce. No efforts of persuasion could then avail, and many calamitous events have been the consequence of this ill-judged parsimony: but, from some motive never explained, the same lessee, a year before the expiration of the lease, offered terms to the Corporation for its surrender, which, although very enormous, were instantly accepted. The repairs and improvements of both towers and lights were immediately carried into execution, at an expence of twelve thousand pounds, and an increased expence in the exhibition of the light of at least one thousand pounds per annum; as they were of the first importance to ships, either outward or homeward bound. No arguments could or can prevail on the proprietors of the Spurn to improve the principle of their lights, although Flamborough Head to the north, and Cromer to the south of them, were such obvious instances of benefit arising from the change; the lessees of the Eddystone and Flat Holm equally resisted the application.

What, but the mere devotion to money, could induce such an obstinate perseverance in the miserable usage of one hundred years standing—the burning of coal, or inefficient lamps, when

the

the extent of the revenue justified the expectation on the part of the public of greater liberality.

"Quid non mortalia pectora cogis
Auri sacra fames?"

The like proposition was made to the lessees of the Milford lights, who acceded to it; and, for fourteen years prior to the expiration of their lease, a most useful and brilliant light was displayed, for the safety of vessels on that part of the coast, and for a guide to their entrance into the harbour.

On the termination of the lease of the Eddystone, the Corporation immediately improved it on the principle of their other lighthouses, and it is now clearly distinguished from Plymouth. Having been, before this, lighted by candles, the lower circle of them was so heedlessly placed by the light-keepers, that the sight of them was intercepted by the cells of the windows of the lantern, as was observed by the surveyor, when taken possession of; and this most likely was the cause of the constant complaints of the inefficiency of the light, except in very moderate weather.

In a misty night, an East-Indiaman passing the Eddystone was so close to it, that the light-keeper hailed the ship, and inquired where she

was going—a tolerably strong instance of the insufficiency of the light then exhibited.

BALLAST DEPARTMENT.

The annexed statement, taken from an ancient record, of the depth of water in the river Thames adjacent to the metropolis, in the year 1680, compared with the soundings in 1732 and 1805, will furnish a correct idea of the good effect of ballastage, conducted upon one regular and permanent system; it will serve to place in a striking point of view the miserable impolicy before mentioned, of leasing the ballastage to persons who had no other object than to convert it to their greatest personal benefit, and will evince the wisdom of confining it to the management of a public body, whose sole aim has been to render the river more accessible, safe, and adequate to the accommodation of the increasing trade.

The acts of Parliament that have passed on the subject of ballastage, of 6th and 32d of George II. have been repealed; and that of the 45th George III. consolidating the regulations thereon, passed after much consideration, by which various articles of land ballast may be shipped, with dung, chalk, &c. on board ships requiring it, to a limited extent, is not strictly enforced.

STATE

State of the River Thames, in the Years undermentioned (from Evidence before the House of Commons, in 1732), and of the Year 1805.

SITUATION.	In 1680. Feet Water.	In 1732. Feet Water.	In 1805. Feet Water.
Abreast the Custom-House, at low Tide	3 to 4	11 to 12	11 to 12
Hermitage, St. Catharine's, and King's Brewhouse	Almost dry.	11 to 12	13 to 15 12 to 14 12 to 13
From Wapping to New Crane		13	
From New Crane to Bell Wharf	4 to 5	15 to 16	15 to 16
Abreast King Edward's Stairs	Almost dry.	13	14 to 15
Queen's Stairs	3	13 to 14	14 to 15
Pickle Herring Stairs	Dry.	11	15 to 19
Fainham Rock	Dry.	Now entirely removed.	
Oliphant Stairs	5 to 6	13	15 to 16
Church Hole, and Hanover Stairs	Nearly dry.	7	15 to 17 16 to 17
King's Mill	Nearly dry.	12 to 13	17 to 19

Besides the several depths at Deptford and Woolwich that have also been improved by the Corporation's lighters.

To this great end have the exertions of the Trinity House been directed, from the time when it received a grant of the ballastage; and by raising from the bed of the river two hundred thousand tons, in the first half century of its execution of this important trust, and in consequence of the increased demand and energy of latter times, operating upon one systematic unvaried principle, by which three hundred thousand tons have been raised annually, the port of London has been rendered what it now is.

It is however with great concern remarked, that all these efforts are likely to prove unavailing to preserve the requisite depth of water; and that from the immense extension of the metropolis, and the usage of late years of carrying all the sewers into the Thames, such has been the accumulation of mud and other soil, (which formerly was taken for manure), that instead of a navigable river up to London Bridge, it is likely to become only a cess-pool or main sewer to the capital: for there is now in many places ten or twelve feet depth of mud over the bed of the river; which has been noticed long since in a representation to the Home Department.

It may not be improper here to detail the method

method of raising, transporting, and lading the ballast on ships requiring it.

To each lighter five men are attached; they are directed where to work, and are superintended by an officer, who is designated a Ruler. They commence their operations at half, or three-fourths ebb, and by means of a long spar with an iron frame, termed a spoon, having a leather bag attached to it, containing when full five hundred weight, and a rope leading from it to a wheel and axis at the further end of the lighter, they plough up from the bottom, with great labour and celerity, sixty tons of ballast, before the tide of flood lifts the lighter, when unable any longer to work with effect, they severally proceed, according to direction, to the ships requiring ballast.

If one of these ships be lying in a tier, the adjacent vessels are boomed off, so as to admit the lighter, which is left in charge of the master or mate, who employs a set of men, called ballast-heavers, to empty the craft by throwing the ballast into the ship; and when cleared, the lighter is again taken, on the first of the ebb, by the crew to its appointed station; and in this manner the operation is daily renewed.

Thus the ballastage, as well as the beaconage and buoyage, has under the authority and management of the Trinity House, been rendered most beneficial to the public.

With the Corporation they have, with little interruption, remained since the reign of Elizabeth, and have been conducted at the least possible charge to the shipping of the realm, the chief burthen having been borne by foreigners, a principle so manifestly conducive to the welfare of British navigation, and to our security as an insular kingdom, that it is matter of regret that any deviation from it has been judged expedient, or that any compromise should have been made with other nations.

The state of the world may, however, have required a departure from this system; and if so, it is justified by the necessity of the case.

There have been so many adjudications of the right of ballastage, and of the soil or gravel in the bed of the river being vested in the Trinity House exclusively, that it is the subject of astonishment that trespasses on that right should exist, and not less so that persons no wise competent to decide on the measures adopted, should gravely impeach the proceedings of this department, and of the Brethren who conduct it, who can have no interest in the concern, beyond that of fulfilling a peculiar and important duty to the public.

The authority of the Trinity House, originating with the surrender of the ballastage to Queen Elizabeth by the Lord High Admiral, has been confirmed by various decrees and acts

of

of the legislature, and by decisions in the following courts:

The Exchequer,	in	1713
Chancery	„	1715
Ditto	„	1716
Ditto	„	1725
House of Peers	„	1726

The access to and the accommodation of the port of London could never have been brought to their present state of extended improvement without the aid afforded by these measures, because it is, beyond all other ports, the most intricate—not that the principle of buoyage and beaconage is confined to it, for every port and part of the coast is benefited by the system adopted, every shoal having its particular buoys or marks of discrimination, variously disposed or coloured, to afford a guard and protection against mistake and casualty.

The extent of revenue arising from these and other sources, and the appropriation of it, it is next in order to explain; nor can there be the least hesitation in so doing, although it has not been deemed necessary to gratify the curiosity of the many, whose jaundiced eyes perceive abuse in every establishment, and in every character elevated above their own sphere.

It little behoves the Brethren to shrink from any investigation that their country or its go-

vernment may think proper to institute, or attempt to shelter themselves under the multiplied declarations in their charter, that they shall not be accountable.

The Members of the Trinity House do not court inquiry, though they are confident that the result must be creditable to them; but they have waited calmly, prepared to exhibit all or any accounts the wisdom of Parliament may require, relying fully on the justice of the collective body of the representatives of the nation for their justification.

The accounts laid before Parliament, in 1816, copies of which are in the Appendix, No. VII. will shew the principal items of revenue and expenditure; and as far as an explanation may be requisite to elucidate them, it will be cheerfully submitted.

The first item.—The revenue from ballastage must ever be fluctuating, depending chiefly on the number of foreign vessels frequenting the port, which pay considerably more than English merchantmen—the colliers, in particular, paying at so low a rate, as is barely sufficient to compensate for the wear and tear of the lighters; for, notwithstanding the enhanced price of their construction, from two hundred and fifty to seven hundred in the last war, and now amounting to five hundred pounds, the charge for ballast

last to colliers continues the same as it was in the 5th of George II., say one shilling per ton.

British merchantmen in the stream pay fifteen pence, and foreigners twenty-one pence per ton; in the docks from nineteen to twenty-five pence; and aliens in proportion.

The building, rebuilding, and repairing is in some years more extensive than in others; and this, combined with the causes above stated, occasions that variation of amount of revenue which appears in the columns.

The revenue from the buoyage and beaconage varies in the same ratio, from the same causes, and consequently, under the present system of commerce, no accurate conjecture can be formed of its future annual amount; but it is certain that there must be a great defalcation during a state of peace.

The estates yielded but a very small portion of the revenue formerly, and a very moderate one is collected from them at present. They have been acquired chiefly from benefactions; a list of which, from 1660 to 1800, is put up in the Trinity House; some sums were considerable in those days—others of land for almshouses—estates or money for particular objects; in the aggregate, bearing but an inconsiderable proportion of the charitable distribution of the present time; those in cash amounted to £10,729

Estates

Estates at Newington by Christopher Merrick, merchant, in 1660 . . . . . ℔ Ann. £234
By Capt. Fisher, Huttons, Essex, 1714 . „ „ 40
By Capt. Sanders, of Abbey Gorth, Lincolnshire, 1721 . . . . . „ „147
Annuities bequeathed . . . . . „ „ 74

The first benefactions in 1612 were £50 and £100.

Benefactions by Elder Brethren are made always at their election, and are by others bequeathed in their will; but these afford only occasional aid to the resources.

In the neighbourhood of Southwark the Corporation held a property, the leases of which having lately fallen in, a plan for improvement was brought forward and adopted, and measures were taken for its execution; but, although only five interests were concerned in compassing it, with equal advantage to all, one being desirous to share a greater proportion than belonged to him, refused his consent, unless a large sum was paid to him by the rest, and hence the original idea was abandoned.

Whilst the consideration of another plan was entertained, the inhabitants of the Borough adopted the former principle in part—obtained an act for the construction of a great road, now called Dover-street, and gave all the advantage to the property of the Corporation that the original plan could have secured; and as it is about to be let on building leases, the revenue

venue of this estate may be very considerably improved beyond its former amount.

The property of the Corporation in the public funds has been augmented, year by year, whilst the time proved favourable to it by the great influx of foreigners, in order to realize a certain annual income towards the maintenance of the poor, when the return of peace should restore our commercial intercourse to the ordinary channels of British shipping, and thereby diminish a principal source of revenue.

Hence also means were always at command for rebuilding or improving any of the old, or establishing new lighthouses, wherever they might be required, without trespassing upon the ordinary income. This has proved of such essential advantage, that there has been no advisable measure ever suggested, but the means of effecting it were at hand, and nothing has been left undone from a want of resources.

In the years 1808 and 1809, eleven thousand pounds of the stock of the Corporation was sold; hence the variation in the dividends, which in 1815 did not amount to three thousand pounds per annum, a very inconsiderable sum for a public institution so great and comprehensive in its undertakings. But it is necessary to observe, that under the Act of 48 George III., cap. 104, a considerable portion of the accumulation has been raised since 1808, and constitutes a separate

and

and distinct fund, for the maintenance of Pilots, who from age or infirmity are no longer fit to be entrusted with the charge of ships, and it has reached its present amount in consequence of the great influx of foreign vessels during the late war.

The good effects of this humane provision have been experienced in the general improvement of their conduct: they are sensible of the comforts it secures to them in the decline of life, while they have the consolation of knowing, too, that if they lose their life in the discharge of their duty, or become incapacitated from following their profession, the pension to a Pilot or his wife, or his widow and children, will furnish some means of subsistence.

This expectation tends to preserve habits of obedience and sobriety—renders them zealous and active, and operates as a stimulus to the attainment of skill in their arduous profession, they are well aware that a forfeiture of the privileges of the fund is the inevitable consequence of any gross dereliction of their duty. The Pilots of the outports are also concerned in the benefit resulting to those of London; and this fund, the foundation of which was laid in war, has likewise accumulated, through the influx of foreign vessels, to two thousand pounds per annum; but this, most likely, will prove to be its maximum.

The most productive of the resources is the

toll

toll upon all vessels, except those of His Majesty, for the maintenance and support of the lights, the produce of which, after all charges are defrayed, creates the annual fund by which the extensive charity is upheld.

The mode by which it has been constituted has been before recited, and any event that tends to its limitation will necessarily tend to abridge the means of the benevolence of the Corporation, or rather of the public through the instrumentality of the Brethren.

As the resources have increased, so has the charity been extended, and it will be seen, by the statement in the Appendix, No.VII.—1, that from 1800 to 1816, the large sum of eleven thousand nine hundred and thirty pounds per annum has been at different times added to the pension list; the amount of the tolls for the lights having increased from twenty-three thousand pounds to fifty-two thousand pounds per annum, and the total revenue to sixty-three thousand pounds; but this increase of income has been sudden, from the falling in of several leases of existing lighthouses, and the revenue of others, newly erected; and by the same account, it will appear that large sums have been applied to the erection of new, or the improvement of old lights—but this leading to the expenditure, will be noticed hereafter.

In

In the charter of King James II. although there are many new privileges granted, and all former grants, as they then stood, were established and confirmed, yet there is not the least mention of the revenue, or the appropriation of the profits from the lighthouses at that time, when several had already been erected. While the individuals to whom patents had been granted derived considerable profits from the tolls, the Trinity House appears to have held them in trust only for the poor, although there was no specific obligation so to do; and these revenues at the present time, with other means, enable them to extend their bounty to seven thousand persons. Of these funds no instance can be adduced of any misapplication, or of their dedication, in any degree, to purposes foreign to the institution or the character of the Trinity House.

Having thus detailed the sources from which the revenue (as stated in the documents submitted to the House of Commons) is produced, and afforded every information that can elucidate the subject, it is presumed that every candid mind must be satisfied that the increase has been the legitimate fruit of the respective grants, and not the consequence of undue exaction—that the extent of it beyond any original expectation has been in a ratio to the increase of the shipping

shipping and commerce of the kingdom, particularly of that commerce which has been conducted by foreign vessels, the Americans having been regarded in that light since the separation of the United States.

With these means, the funded property of the Corporation has been allowed to accumulate to support the extended system of charity, which must otherwise fail, as that class of shipping ceases to frequent our ports, or to be the carriers which of late years they have been.

It remains for the Brethren to prove, that the disposal of their revenues has been such as not to discredit the Trustees in their administration of them; but, as already stated, that as the funds of the Corporation improved, so the charitable application of them has been extended, which the accounts before Parliament will also verify.

The Brethren always conceived it to be a primary duty, in their negociation with the trade for the exhibition of new lights, to secure a fund for the relief of poor decayed seamen, their wives, or widows, and hence a rate has generally been settled in reference to that object, as well as to the collection of sufficient means for upholding the lights for the safety of navigation, in the event of the trade of the kingdom, or of the neighbouring ports, falling below the standard at which it was estimated when the contract was made.

In

In the event of the trade increasing, the more numerous will be the applications for relief, and the surplus, which is obtained for no private purpose whatever, will be exclusively applied to meet them; and it must be obvious, that had the toll been limited solely to the maintaining the system of lighting by coal or candle, the security to navigation and commerce by the adoption of the present improved and more expensive principle of exhibiting the lights, could not have been maintained; and if the tolls were now to be reduced to a rate only sufficient to maintain the lights, the Brethren would lament and deprecate any measure that would cause such a fund for charity to cease, although their duty and responsibility would be considerably diminished.

It is fully admitted, that for the bare exhibition of the lights, a less toll would suffice, as is the case with that levied by the Commissioners of the northern lights, and of lights on the coast of Ireland, who appropriate no part of their revenues to the maintenance of poor seamen, or their families, Greenwich Hospital and the Trinity House being the only institutions, as proprietors of lights, whose funds are so applied.

The principal charity extended to the aged and unfortunate is the almshouses, which have been progressively augmented in number and improved in accommodation. Some land for the

the purpose has been given by former Brethren, and some has been purchased; twenty-eight houses have been added within the last seven years, and all of them commodiously constructed.

Prior to the Restoration, there were in the old building belonging to the Trinity House, near the church of St. Nicholas, at Deptford, and adjoining the hall, twenty-one apartments for Pilots and Masters, beside thirty-eight almshouses in the street. After the Restoration, to the beginning of the last century, the number of almshouses and apartments was increased to eighty-seven at Deptford and Mile End, for Masters, Pilots, or their widows, with a monthly allowance of twelve or sixteen shillings, according to circumstances, a supply of coals annually, and clothes every two years; the governors of the ground had an allowance of twenty-one shillings monthly. In 1700 there were one thousand nine hundred pensioners on the books, who were relieved from the funds of the Corporation, beside casual poor.

In the year 1730 the Corporation had ninety-three almshouses, in twenty-six of which were Pilots, and in the rest Masters of ships, or their widows, who received annually four hundred and sixty-four pounds. There were also seventy-seven Pilots or their widows, monthly out-pensioners, who received annually two hun-

dred and thirty-four pounds, making the whole six hundred and ninety-eight pounds.

To the other poor, not in almshouses, and relieved monthly, the distribution amounted to two thousand pounds per annum, and the sum allotted for casual relief was one hundred and sixty pounds per annum; in fact, the whole sum distributed was five thousand five hundred pounds, besides the cost of clothes once in two years, and twenty shillings per annum for coals to each pensioner in an almshouse.

In 1770 there were one hundred and eleven almshouses, two thousand three hundred pensioners upon the monthly books, and the least sum allowed was three shillings, the highest six shillings per month.

From this time to the year 1815, the number of almshouses has progressively advanced to one hundred and forty-four, at an annual expence of eight thousand pounds, and the number of pensioners to seven thousand and twelve, who are, in the aggregate, paid twenty-three thousand one hundred and eighty-four pounds annually.

In the course of the last year, 1817, when the seamen were distressed, and relieved by voluntary contribution, the Brethren not only sent their individual donations, but one from the funds, and added another thousand pounds to the sum

sum already distributed, confining it to seamen only that were eligible through age or infirmity.

In reciting the number of houses occupied by the poor, it may not be irrelevant here to notice that a singular character, Mrs. Greig, of Southampton-row, left a considerable sum of money towards the maintenance of a certain class of persons named in her will, and charged with the care and provision of a number of cats, which, after the decease of all, was to be ultimately appropriated as a provision for the wives and daughters of decayed masters of ships, by building houses, and endowing them with seven pounds per annum, and coals and candles.

Upon some appeal to the Chancellor by her relatives, the will was established, but the Corporation were constituted the trustees of this charity, and the almoners to those who were the objects of it.

The sums received from time to time were suffered to accumulate, and at length there being sufficient for the purpose, ten houses were built on the grounds lately purchased by the Corporation at Mile End; and anticipating the full purpose of the will, the Corporation have advanced the funds, to be repaid out of Mrs. Greig's money as it accrues, for the erection of ten more, which will complete the row, and satisfy some of the numberless applications for this species of cha-

rity, making, on the whole, one hundred and sixty-four houses at the disposal of the Brethren, who have likewise greatly extended the limit of Mrs. Greig's charity.

A special appropriation of twenty of these houses for decayed Pilots has also occupied the attention of the Brethren, they being the immediate servants of the Corporation, and entitled by their good conduct to a preference: as vacancies occur, they will be provided for according to seniority.

Each Brother in rotation fills up the vacancies that take place in the other almshouses, under the special qualification required, from the class of decayed Masters of merchantmen, their wives, or widows.

The pay for a single person monthly is thirty-eight shillings, for a man and his wife, sixty shillings, with an addition of one month's pay at the end of the year, to meet the severity of the season; of a chaldron and a half of coals; and a suit of clothes for the men, or gown and stays for the women; and as a great part of this slender stipend went to provide medical aid or other assistance in illness or infirmity, attendants as nurses are furnished, or a small sum is allowed to procure them, and a medical character of respectability attends daily, at each of their charitable establishments, at the

expence

expence of the Corporation. But the allowance is not limited to the sum stated; if peculiar distress arises from unavoidable causes, upon a special certificate from the Brethren, who personally pay the pensioners and have charge of the whole, a further sum is granted, not exceeding five shillings per week.

It is here also proper to state, that in affording relief to their temporal necessities, the Corporation have not been unmindful of their spiritual wants, but have endeavoured to promote their future welfare by the appointment of a chaplain to each establishment, and by the enlargement of their chapel at Mile End, for the accommodation of the increased number of pensioners in the almshouses: thus the decline of life has been made as comfortable to the objects of this charity as it is practicable to render it.

Those who receive monthly pensions constitute the great mass who are relieved by the Corporation. The pay is very inconsiderable, being only six shillings to masters, their wives, or widows; four shillings and sixpence to mates, &c.; four shillings to boatswains, gunners, carpenters, &c.; three shillings and sixpence to inferior officers, &c., and three shillings to seamen, their wives, or widows. A man and his wife may be on the books at the same time.

Inconsiderable as these pensions are, such is the number of candidates for them, that after many discussions on the propriety of increasing them as the funds or revenue increased, it has as frequently been determined to admit new applicants rather than augment the allowances; this has been done at various times, by allotting to each of the ten books containing the list of the pensioners one hundred pounds per annum in addition.

Still contemplating the subject, and feeling that the same scanty stipend to those with, as to those without families, did not administer equal relief, it has at length been resolved to extend the principle, by bestowing on all children of widowed pensioners, under twelve years of age, two shillings per month. This has proved a most acceptable allowance; it is paid to the parents or guardians at the close of each year, when probably most wanted, and with the additional allowance of one month at that season, it constitutes the whole increase since the year 1770.

The distressed state of the wives and families of many seamen who have been made prisoners during the war, and remained or died in captivity, was also taken into consideration, and deemed to be an object within the purview and liberal construction of the charters, and a book

was

was opened for the register of them, when they became entitled to the same indulgence as the widows and families of deceased pensioners.

On the return of peace, the wives of those who had died in prison, and of others who had not been heard of, have been continued on the pension list; and those seamen who, upon their return to their native land, were incapable of earning their livelihood, were also placed on the pension list with their wives, their sufferings having given them a claim to this preference.

In this distribution of the revenue there was no selection of persons—all were deemed entitled to share it, whatever port they belonged to or sailed from.

In the appropriation of the monthly charity, it is perhaps unnecessary to state, that it is morally impossible for the Brethren who attend the pay, or have the nomination of the parties, to have any personal knowledge of the greater part of those who are registered for the pension.

The regulations are so guarded as to prevent any improper subject obtaining it; and before it can be received, the eligibility of the claimant must be fully certified: previous acquaintance with him is a rare occurrence, and the Brethren must rely on the testimony of others. The pensioners therefore come recommended, from all ports and places, by persons of some credibility

and character, and not unfrequently by eminent Members of Parliament.

Such Brethren as have local knowledge or connexion upon the coast are generally applied to by persons resident there, and from the numbers so recommended, the Brethren select, at their discretion, the objects for relief; and it is not usual, though in some instances it may have happened, that any one place or port enjoys the whole attention of any individual.

Nor indeed would it be correct to act under any such bias; it would be a dereliction of a public duty—it would be converting a trust for the benefit of all into a species of exclusive patronage.

Age, infirmity, or misfortune, furnish such pretensions as to sanction a preference in the selection; any dispensation, therefore, of the funds according to the priority of application, or as a matter of right, would defeat the object of the charity, and render the Brethren, thus deprived of all discretion, perfectly indifferent to the distribution of it: it is a principle nowhere recognized, or found in any system of benevolence, from the great national institutions of royal foundation, such as Christ's Hospital, Greenwich, Chelsea, &c. to those of inferior note, municipal or private establishments.

The Brethren having a discretion, have also a responsibility,

a responsibility, and the fault is with those who have not made the application, if any particular description of seamen are omited. Many of the Brethren examine and register the petitions as they are received, without respect of persons or place, if the petitioners are properly qualified, and the circumstances set forth in the petition duly authenticated.

As it is the province of two of the Brethren to superintend the payment of the pensioners, on the first Monday in every second month, at specific places in Southwark, Rotherhithe, and various parts of London, according to the designation of the book, when vacancies occur by death, they severally have the nomination of others; and at these times they have the opportunity of inspecting the poor, since they are paid separately, and of examining the certificates of those who cannot attend.

This explanation may suffice to shew the purity of the principle of the pension list, and the correctness of its application. Its regulation constitutes a prominent part of the avocation of the Brethren, among so many duties of material consideration; and it is an act of justice to assert, that nothing can exceed the humanity, the kindness, and the interest they manifest for the welfare and comfort of these poor sufferers. It may be truly said they are feelingly alive to them, and the delight experienced in the opportunity of doing

doing so much good is appreciated as it should be, and coveted by all. It having been found that the effect of the charity was not so beneficial as it might be, new regulations have been framed to prevent abuse. The pensioners living in the country are paid by agents of respectability on the spot, and the poundage they used to pay is saved to the poor, and it will prevent their crowding to the London pay-tables, which are no longer to be at a public-house, as heretofore. The expence incurred by this change is very well repaid by the benefit afforded; and the men who have borne the heat and burthen are to have a priority over widows, although not to exclude them.

The appropriation of the Pilot's fund is distinct from the general distribution, as before stated; and it is to be observed, that from the surplus rates already quoted, a large capital has been accumulated, from which the twenty houses referred to have been paid for; but as the number of Pilots, independent of the old establishment, has increased beyond all expectation, the widows of the many Pilots who die destitute, and others who live so, occasion so many pressing calls on the fund, that the Brethren have not deemed it proper yet to extend their monthly stipend (which was formerly six shillings) beyond ten shillings, with the allowance to their wives and children as to other pensioners; Pilots are characters, with few exceptions, that will ever want

want assistance; their exposure in all weathers subjects them to illness in multiplied instances, and their consequent distress is constantly relieved by donations. But of this the Supervisors of the Pilotage department make the requisite investigation, and give their recommendation to the court before the pension is granted; although for casual relief, in urgent cases, they exercise discretion to dispose of small sums, reporting in their minutes (which are read at every court) the grounds of such appropriation.

The like proceeding, nearly, exists in the Ballast-office, where the worn-out ballastman is relieved in a similar way, although not to that extent, the funds of that department scarcely paying the expenditure.

The amount of the total outlay for the charity, as stated in the account submitted, having been detailed, together with the salaries of the establishment so far as relates to the Elder Brethren, there appears little more of explanation requisite; yet as the house on Tower-hill has been the subject of many observations, and the Brethren have been censured for the costly style of the building, it may be proper to state the reason of its erection on that spot, and why the Brethren did not retain their old, and less-splendid mansion in Water-lane.

A brief statement will suffice to rescue the late and present members of the Corporation from

from the obloquy that some have endeavoured to attach to them.

It is first to be recollected, that the house in Water-lane had been twice burnt down—the last time in 1714, with all the records; its confined situation rendered it continually liable to a similar catastrophe; and the recent conflagration of the Custom House, and, prior to that calamity, the destruction by fire of some warehouses in Water-lane, are striking instances in proof, that the apprehensions entertained by the Brethren some years ago were not visionary.

The extended business of the Corporation, since 1714, subjected every body that had concerns to transact with them, and their own establishment, to great inconvenience, nor could their premises be extended either way, to embrace the requisite accommodations.

The house having had little or no expenditure upon it, was entirely out of tenantable order, the roof in a state of decay, and the whole building in need of a substantial repair, the expence of which, upon a survey, was estimated at six thousand pounds.

Those who are acquainted with the difference between estimate and actual expenditure will judge how much more might be added to that sum. The Brethren prudently paused on the measure.

About this time the Custom House was much

much in want of offices, and no house in the neighbourhood being able to furnish the same accommodations, with the same convenience for the business of its revenue, as the Trinity House afforded, an offer was made of six thousand pounds for it: but no situation being then obtainable for the Corporation, the offer lay unaccepted, until the estate on Tower-hill belonging to Mr. Harman was upon sale. It was agreed to negociate for this, and, if purchased, to build a new Trinity House thereon, and sell the old one to the Commissioners of His Majesty's Customs.

The estimate for the new building was twelve thousand pounds at the utmost; but this was greatly exceeded by the actual expence, contrary to the intentions of the Deputy Master and Wardens, to whom the undertaking was confided.

The splendour with which it has been finished is, it must be admitted, neither suitable to the province of its occupiers, nor to the quarter of the town in which it is situated; nor indeed did it afford that satisfaction to the Brethren at large, which would have resulted from a less ornamented structure. Their chief consolation has been, that no part of the funds appropriated to the house or the furniture, was derived from the revenues designed for the relief of the poor.

The

The statement of the private fund, or dues from foreign vessels, has been explained. There was a large balance of unclaimed sums in reserve, which, with the six thousand pounds before mentioned, was adequate to the whole expence, as on reference may be made to appear, if required; and thus, without encroaching on any funds intended to be dispensed in charity, a commodious mansion has been obtained, in an insulated situation, out of all the danger from fire, to which the old building was exposed: and when it is considered also, that the grants of Queen Elizabeth were never otherwise made than to the Master, Wardens, and Assistants, to use, exercise, execute, and enjoy for ever, in like manner as they had been made in her own and antecedent reigns to the Lord High Admiral, surely the Brethren might be deemed at liberty to make any disposition of those funds which they should conceive to be for "the public uses, maintenance, and respectability of the Corporation," or, as before expressed, for the "maintaining, upholding, and conservation of the Guild, Fraternity, or Brotherhood, and the dignity of the Corporation, and its good estate."

Nothing could be more unqualified than the terms in which Her Majesty conveyed her control over these funds, which she was pleased to "give, grant, confirm, and explain, in all ample and beneficial manner, to the Master, Wardens,

Wardens, and Assistants, of the Trinity House of Deptford Strond, and their successors, for ever," without one stipulation as to the mode of appropriating them.

The special dedication of the profits of the ballastage to the poor, by the grant of King Charles II., when he could not confer it on Colonel Carlos, and the subsequent charter of James II., enjoining that relief to poor Brothers, and their widows, and to other poor mariners and seafaring men, should be given from the fines, forfeitures, orders, and agreements, are evidences of the appropriation formerly; but not altogether as it is at the present day, when *all* profits are so disposed of, as the accounts lately furnished, by order of the House of Commons, will fully evince.

A subsequent paper*, elucidating the selection of the pensioners, will rescue the character and credit of the Brethren from the accusation made against them, with which a transaction, relative to the erection of a lighthouse on the Isle of Man, was so intimately connected as to make it necessary to state the facts of the case, without any reservation.

Some years ago his Grace the Duke of Athol and the Earl of Lonsdale applied to the Corporation to erect a lighthouse on the Isle of Man, or the

*Appendix, No. IX.

the Calf of Man, for the benefit of the coal vessels going (chiefly to Ireland) from Whitehaven, and the ports in that neighbourhood.

The proposition met with the most ready concurrence on the part of the Brethren, and the usual process was adopted for obtaining the acquiescence of the neighbouring port of Liverpool, which would be equally benefited, and, without a toll on vessels bound to and from that port, the maintenance of the light would have fallen so heavily on the coal vessels, that their low freight could not have borne the charge.

Chester, Bristol, and the Irish ports were also interested, but Liverpool would have been more peculiarly benefited; yet there the measure was pointedly objected to, and the idea was of necessity abandoned. Of this, and of the obstacles that impeded the construction, both those noble characters were informed.

As the edifice would have been most costly, and the exhibition of the light equally so with that of the South Slack, the Corporation deemed the same rate of toll not to be beyond the requisite limit. Eleven thousand pounds or more would have been sunk in this undertaking; hence one penny per ton was demanded for ships in the foreign trade, and the usual toll from coasters; any surplus that might remain was to be applied

plied to the relief of poor seamen, their widows and families, as of other lights.

At a subsequent period the idea was revived, and the Liverpool merchants and shipowners were disposed to agree to it. A meeting was held at Liverpool for that purpose; but the Corporation's agent from Holyhead, who attended, having imperiously insisted upon the toll of one penny, so much resentment was excited and aggravated, by a declaration of his own poundage for a trivial collection which he held, and for due attention to which very large commissions are allowed (as is the case with all such minor collections, or there would be no compensation for the trouble created), that the opportunity was instantly embraced by some agent of the Commissioners for the northern lights to introduce to the meeting the engineer of those lighthouses, and he proposed, on the part of the Commissioners, to perform the business for half of the proposed toll.

All this was unknown to the Brethren of the Trinity House, until a bill was, with little communication from the parties, determined on and moved for in Parliament, to authorize the building of a lighthouse on the Isle of Man by the said Commissioners, and which was supported by the members for Liverpool, and others con-

nected with that port, or those in the neighbourhood.

The discussion was short; but when communicated, the Trinity House was disposed to undertake the light at the inferior toll, rather than suffer an incroachment on the authority they had under the 8th of Elizabeth; but when it was proposed to build a lighthouse at each end of the Isle of Man, for the same toll on shipping, the Corporation gave no further opposition to the measure—and the more readily, as it was not strictly within the letter of the act, which confined their authority to the sea-coasts and uplands near the sea round England, and being, moreover, fully sensible that the lights, the outlay for which would be enormous, could not be properly maintained for so low a toll.

The meeting at Liverpool manifested, on this occasion, so decided an hostility to the Trinity House, as it has been difficult to account for, except from the circumstance of the Corporation not allowing the lease of the Chester or Ayr light to be assigned over to them, upon the relinquishment of it by the Mayor and Aldermen of Chester, who were the lessees of the Trinity House: the light having become an useless exhibition, the Corporation were induced to resume it, upon the principle they had laid down of never again letting the lights, but of improving

ing them to the utmost themselves; and this was done in the present instance.

The act for these lights on the Isle of Man has been passed two years, and it is not known to the Brethren what progress has been made in the erection of the lighthouses; but large advances were necessary, the surplus funds of the other northern lights not being applicable thereto, and few people will be disposed to lend, on mortgage of revenue, to the extent required; whereas, had the Trinity House been allowed to have undertaken them, the houses would have been erected, and the lights exhibited within the year.

It has very lately been communicated, that the contractor has undertaken to have the towers ready for the exhibition of the lights in the course of the present year.

It cannot fail to be remarked, how little disposed to contribute towards the relief of poor seamen this great commercial outport has shewn itself in this proceeding, by their rejection of the toll, against which had they made representation to the Trinity House, a satisfactory explanation would have been sent, and the appropriation of any surplus they could not be ignorant about.

The Corporation left them to pursue their own measures, without any opposition to the

bill; and they must have ended in some disappointment, seeing that the interval of two years has passed, without any progress of importance being made in the undertaking. But, notwithstanding that their ships very rarely pay to the southern lights, still the Brethren have, upon their application, admitted pensioners in a body beyond any that ever before came from one port. And even should they fail, from any deficiency of means, to accomplish the object, the Corporation of the Trinity House will, from a sense of duty, and a regard for the interests of navigation, relieve the parties of the undertaking, and execute the work on the security of such a toll as will preclude any loss to their other revenues, which should not be alienated from the purposes to which they are specifically dedicated, and Liverpool and its neighbouring ports be benefited, at the cost of others.

That some explanation may be handed down why the act of Elizabeth was overruled, the preceding account has been introduced; and when every rational contribution should be made toward the subsistence of poor decayed seamen, by those who have shared their services, it is painful to notice the cause of an infringement of such a principle, so well calculated for their relief, but which is no benefit to the Trinity House, except as it aids their charity.

It

It would be an act of injustice to the memory of the deceased, and to the claims of the living Brethren, if, in this detail of the history of the Trinity House, the many proofs of loyalty and patriotism which they have given, especially in arduous and critical times, when the exercise of these virtues can be least suspected, and best appreciated, were to be passed over unnoticed.

And when it is considered, that a great number of the Brethren, who have had a principal share in those public services, are gone to "that bourne whence no traveller returns," that many have nearly reached the end of their labours, and that the rest are far advanced towards the same goal, it will not, it is hoped, be deemed the effect of vanity, but a tribute to historic truth, to record circumstances which redound to the honour of this ancient national institution.

In all the convulsions which have agitated the country from the earliest times, the Corporation of the Trinity House have been pre-eminent in upholding the constitution and government, and giving effect to the existing laws, and have ever held themselves in readiness to act personally in the suppression of tumult and rebellion. Of this repeated instances might be adduced; but in none were their loyalty and services more conspicuous and important, than when, in 1797, the mutiny throughout the fleet appalled the go-

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vernment, and the stoutest heart became terrified at the prospect of its result. At that eventful crisis, when the port of the metropolis was blockaded, all commercial intercourse suspended, and the opportunity afforded to our most inveterate foe of invading the kingdom, an individual Member of the Corporation suggested to the First Lord of the Admiralty those means of averting the fatal calamity of the fleet going over to the enemy, which were adopted, and led to their submission.

This hazardous enterprize was no sooner recommended than carried into execution. A delegation of the Brethren was dispatched, in the same night, to the extreme points of the river, and, almost in the view of the mutinous fleet, succeeded in destroying every buoy and beacon that could serve as a guide for their passage out to sea.

This was an unexpected and decisive blow to the criminal projects of the mutineers, who thus saw themselves deprived of all means of escape from the vengeance of their insulted country.

Another suggestion was offered, at this time, by the same Member in a letter to Mr. Pitt, and, upon a conference held with the principal cabinet ministers, immediately adopted. The Brethren of the Trinity House assembled, and by their

their active co-operation sent forth that evening, for circulation throughout all the sea-ports of the kingdom, the substance of the resolution to be proposed for overcoming the diabolical spirit that had been excited among the seamen.

This well-devised and promptly-executed measure was the precursor and foundation of that memorable act, the patriotic declaration of the merchants, bankers, &c., upon the Royal Exchange of London, which expressed to the disordered fleet the unanimous sense and determination of their countrymen, and, by the impression it made, gave the death-blow to the most formidable mutiny that ever put to hazard the safety of the state.

Of all the particulars of the services rendered on this momentous occasion, there is ample evidence in the letters that passed at that anxious period, and which are still preserved.

But in the year 1803 the Brethren of the Trinity House, in a still more striking manner, displayed their loyalty to their King, and their devotion to their country.

At that eventful period, the extraordinary man who directed the power of France, and commanded the resources of tributary states, arrogating for his empire a Roman spirit and a Roman fortune, and prophesying for England a Carthaginian fate, held out to the cupidity of

his soldiers the pillage of our capital, the emporium of the world, as the fruits and reward of a successful invasion. He vauntingly proclaimed to his embattled host, "*Delenda est Carthago;*" and in their flattered imagination, the destruction of London was already enrolled among the achievements of France.

For the execution of his threats he had assembled a gigantic force on the coast opposite to the mouth of the Thames; and every other means of effecting his purpose were prepared on a scale of corresponding magnitude. Having Belgium and Holland in his possession, he commanded all the schuyts and vessels of light draft of water that abounded in their rivers and canals, and could have come over the sands at the entrance of the Thames at half-flood, when no vessel of force could arrest their progress, or follow their track.

The facility of embarking on the canals one hundred thousand men—the practicability of transporting them to the Thames in less than twenty-four hours with an easterly wind—the unobstructed state of that great avenue to the capital, the avowed and undivided object of the invaders—and the recollection that a far less formidable enemy had once penetrated far into the Medway, were momentous considerations, that could not fail to engage the deepest reflection

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of those who, from their professional experience, their prominent station, and their peculiar resources, so exclusively adapted to meet the exigencies of the crisis, might well be considered as the guardians of the maritime interests of their country.

The elder Brethren of the Trinity House, therefore, looking the impending danger in the face with a seaman's eye, on the suggestion of the Deputy Master, volunteered to the government to undertake the defence of the river, upon a plan which, for simplicity of design, and promptness of execution, excited the admiration of all who were judges of its merits, and witnesses of its operation.

They tendered their professional talents, their personal exertions, and their extensive influence, to equip, officer, and man ten of the frigates, lying in ordinary, and to moor them across the Thames, in the Hope, for the protection of the metropolis, its shipping and its treasures, against the sudden advance, with a flowing tide, of those desperate, and hitherto invincible invaders, who, having overrun and devastated the fairest portion of Europe, wanted but the spoils and demolition of London, as the proudest trophy the world could give them, to satisfy their rage for victory and triumph. This seasonable and important

portant offer of the Elder Brethren was thankfully accepted by the government.

A corps of one thousand two hundred volunteers, who pressed to the Trinity House with the tender of their services, was immediately raised and embodied, under the name of the "Royal Trinity House Volunteer Artillery;" and measures were taken for the augmentation of this force, on an emergency, to the number of two thousand.

It was composed of the Elder and Younger Brethren of the Trinity House, commanders and officers of Indiamen, masters and mates of merchantmen, and other seafaring people, many of respectable condition: of this corps, the Master, Mr. Pitt, was the colonel; the Deputy Master, Mr. Cotton, the lieutenant-colonel; the Elder Brethren the captains; and some of the Younger Brethren the lieutenants.

While the frigates were in the course of equipment, the corps was daily trained and exercised in divisions, at guns ranged in suitable places in the vicinity of the Trinity House; and as soon as the ships were ready, they were taken, with the voluntary assistance of the corps of lightermen, then formed, and the Greenwich volunteers, to whose merit on the occasion this tribute is recorded, to their appointed station in the Hope, and moored

moored in a curved line across the river, where they presented, without the least practicable interval, a well-connected battery of nearly two hundred guns.

The spectacle to our shipping, as they entered the Thames, was grand and gratifying; and to the vessels of foreign nations, it was most imposing and formidable.

This voluntary and unprecedented armament was effected so completely, and in so short a space of time, as at this day to excite astonishment at the host of difficulties and obstacles that were surmounted, and which nothing but the zealous and indefatigable co-operation of the whole body of the Brethren could have overcome.

It may be almost literally said of them, that, animated by a sense of duty to their country, "they gave a strong pull, a long pull, and a pull altogether," and the object was accomplished.

The masterly style in which this essential service was executed, and the impression of security which it gave to all the great interests vitally concerned in the preservation of the metropolis, called forth a universal expression of grateful applause, in all classes of the community, in the highest circles, and in the legislature itself, where Lord Castlereagh particularly distinguished it among the most remarkable efforts

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of patriotism which that alarming crisis produced*.

Two naval officers, of high professional character, Sir Harry Burrard Neale, and the Honourable Sir George Grey, were appointed to assume the general command of the flotilla, in the event of actual invasion; and they took up their station on board one of His Majesty's yachts, in the Hope, during the period of expectation that the enemy would make the attempt to execute his threats.

On this service, of defending the approach to the capital, the Brethren continued engaged for a period of two years. The occasion seemed to revive all the energies of their youth, and to renew their professional habits. Regardless of their personal ease, and foregoing the enjoyment of that repose so necessary in the decline of an active life, passed amid the toils and perils of the sea, they embarked again with alacrity, at the call

* *Extract from the speech of Viscount Castlereagh, in the House of Commons.*—After reciting the exertions of the East India Company, he adds—"And I have no less pleasure in paying a tribute of applause to another great public Institution, equally respectable: the Corporation of Trinity House have, by their own patriotic efforts and energies, extended the means of security, and so effectually contributed to the defence of the Thames, as to render it impregnable against any attempts that the enemy might be daring enough to make, through that channel of the capital of the empire."

call of their country, subjected themselves to the discipline of their younger days, and cheerfully performed all the duties exacted from their stations, with an ardour and constancy that neither tempestuous seasons nor numerous privations could either abate or relax.

But it was not personal service only that they rendered at this momentous period. The expence to the Corporation, in consequence of this armament, was at least ten thousand pounds, which was considered as a contribution of a part of their funds for the salvation of the whole, which was then at stake.

The individual subscriptions of the merchant Elder Brethren, to defray the expences of the establishment of officers on duty, amounted to four thousand pounds; and nearly two thousand pounds were cheerfully contributed by the Younger Brethren for the same purpose.

When voluntary contributions were resorted to, for the support of a war for the preservation of the independence, and perhaps the existence of Great Britain in the pre-eminent rank she had attained among the nations of Europe, two thousand pounds per annum, exclusive of the personal contributions of the Brethren, were dedicated from the revenues of the Trinity House; a part, therefore, of the revenues derived in tolls from the shipping was returned for the general support of the state, by which the commerce and navigation

navigation of the kingdom could alone be upheld.

Such practical proofs of the devotion of their lives and fortunes to the welfare of the country, unparalleled in any other age or nation, have surely established for the Brethren an indelible claim upon the gratitude of their fellow-subjects, and at least should preserve, for their ancient Institution, the favour of the people and the government.

But as they have been accused, in the House of Commons, of luxury and prodigality, and impressions have been made to their prejudice, this narrative, which would otherwise not have embraced such topics, becomes the fittest record of the refutation of such charges, by a simple exposition of the facts which have been made the grounds of inculpation.

It was an immemorial usage for the Board of Brethren, which met at the Trinity House once a-week, to dine together at a tavern, on a very moderate scale, at the expence of the Corporation; but acting on a principle which subsequently prompted them to far greater sacrifices on the occasions already mentioned, and on others which it is not necessary to notice, they, at a period of great scarcity, did not hesitate to deprive themselves of a privilege that had, time out of mind, appertained to their office, and was necessary, in a great degree, to enable them to execute

execute duties which they came from home to perform.

The idea that the aggregate annual sum thus disbursed would be adequate to the relief of many poor seamen, their widows and families, at such a period, was no sooner suggested by their Deputy Master, Sir Robert Preston, than it was adopted by the Brethren, who unanimously agreed to confine the dinners to the days of their monthly courts and audits, and the anniversary of their Institution; and, with the exception of the last (for which the Trinity House is not sufficiently commodious), to have them there, instead of a tavern.

At their family dinners (for so they may be characterized) no wines are allowed except madeira, sherry, and port, all indulgence in other wines being at the expence of the individual members, who formerly, on their elections, were accustomed to give a splendid entertainment, the cost of which having been estimated on an average, was in the year 1803 contributed, in the first instance, to the support of the mess on board the blockading squadron in the Hope, and subsequently it has constituted a donation fund, as it is termed, out of which are defrayed contributious to the Marine Society, the expence of indulgences above mentioned, and subscriptions for books, prints, &c. as an encouragement to literary and scientific men.

Nothing

Nothing would have induced this brief explanation, but a desire to remove from the minds of the public the impression of the existence of abuses, which has not the shadow of a foundation.

By those who estimate the value of offices by their emoluments, which their imaginations swell into a magnitude they never approached (as is too much the case in the present day), it has been conceived that the Brethren must be deriving inordinate advantages from a situation which candidates make the greatest efforts to obtain, not considering that the pre-eminence which it confers on the commanders in the merchant service is an object of high and laudable ambition.

The emolument received is of little consideration, and is certainly no compensation for the time which the Brethren are obliged to devote to the various duties they undertake. The importance of these duties, and the means of being instrumental to the relief of the distressed part of the maritime community, supersede all other considerations, and constitute at once the honour and the reward.

The Institution is of ancient origin, at least coeval with that of the British navy, to whose greatness and glory it has largely contributed. The most illustrious statesmen, and the most distinguished admirals, who have been ennobled

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for their heroic achievements, have deemed it an honour to be enrolled among its members; and it is to be hoped that this recital will never render it less an object of their desire to be associated with the Merchant Brethren of the Trinity House.

These form a board of such extensive experience and knowledge in every branch of nautical practice and theory, and they have, for a long course of time, so sedulously and ably applied these great properties to the support and improvement of navigation, that their judgment is resorted to as that of the first maritime authority in the empire; and their opinions, whether they have been the result of their collective deliberations on points of nautical science and interest at their board, or given individually, in aid of the judges of the land, in our courts of law, on trials involving maritime questions, have been uniformly satisfactory to the public.

Independent in their circumstances, generally speaking, and equally so in their principles, they do not seek to advance the one, nor have they been known to pervert the other, by serving, in their collective capacity, the purposes of party, the only interests admitted within the walls of the Trinity House being that of the state and its maritime welfare. Ardently loyal to their

sovereign, they have, within the sphere of their influence, zealously laboured to uphold his government; devotedly attached to the constitution, they have, in times of exigency, been among the foremost in support of the laws; and with a deep veneration for the religion of their country, they have ever been anxious to maintain its establishments and extend its blessings—thus endeavouring, humbly but sincerely, to unite in themselves the congenial character of faithful subjects and good Christians.

The detail appended to the list of the prominent parts of the duties and services of the Elder Brethren, whose personal attendance is not confined to the vicinity of the capital, but readily given in any part of the united kingdom, where their advice and assistance are required, for the benefit of any maritime interests, will abundantly manifest that their situations are not sinecures, and that the funds entrusted to their disposal are not improperly applied.

The general safety of navigation has been so essentially promoted by their skill and vigilance, in execution of the measures resolved on by the collective body, that the sea risks have been reduced in a very great degree, as will appear upon a comparison of the few losses that now occur, compared with the many which be-

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fel the shipping of this country forty years ago; and this, notwithstanding the increase of our navy and our commerce to an extent that the most sanguine expectation never could have embraced.

These are substantial and permanent benefits, felt throughout all the various interests dependent on the naval pre-eminence, or connected with the commercial prosperity of this great empire; and they are benefits that could never have been accomplished but through the instrumentality of such a body as the Corporation of the Trinity House, who are acknowledged by every competent and unprejudiced judgment to have deserved well of their country.

Having been nearly thirty years a member of this very ancient, useful, and honourable Institution, and for fourteen years unanimously placed in the office of Deputy Master, and having for a great part of my life belonged to other respectable public bodies, I have had complete opportunity of appreciating the principles and conduct of those who have composed them, and I can truly say, that the display of talent in the execution of professional duties, the bene-

volence in the dispensation of charity, the inflexible integrity in the ministration of public funds, and the high sense of honour in the discharge of all their functions, which I have witnessed in this executive body, has never been surpassed; they have indelibly impressed me with sentiments of grateful respect, and I shall rejoice if I have succeeded in conveying the like sense of them to our Master.

With this view, my Lord, and for the information of His Majesty's Government, in which your Lordship most deservedly holds the highest situation—I have, to the best of my knowledge, and in the integrity of a heart under no influence but that of truth and justice, drawn up this summary account of the rise, progress, and present state of one of the most ancient establishments of the country.

I hope it may be permitted me to say, without any imputation of vanity, that in my various public situations, but in none more than this, I have laboured with unwearied zeal to maintain the maritime superiority, and uphold the enviable constitution in church and state, of this free, happy, and glorious nation; and that these blessings may be preserved unimpaired to our latest posterity, will, as my life draws to its close, be my earnest prayer to the Almighty Ruler of empires.

POSTSCRIPT.

To bring into a concise view the many additional aids and improvements toward the safety of ships and navigation, that have either been devised or effected through the agency of the Corporation of Trinity House, (within the period of some of its present Members constituting a part of the Court) independent of their several duties in London and its neighbourhood, as before set forth, and by which commerce and shipping have been protected and conducted with greater confidence and security than in former times, the following summary is added; it will manifest that whatever may have been the increased tolls on ships, they have arisen only from the additional number of lighthouses, or other safeguards, and consequently corresponding benefits have resulted; and that from the exertions of the Elder Brethren, on various occasions, those concerned in commerce have derived incalculable advantages; which should lead to the acknowledgment of services so conducive to their welfare, and the general interests of others, as well as of maritime characters.

SCILLY LIGHT

Is the most important, as it is one of the oldest exhibitions on our coast, and had been, as they all were, very defective on the old principle. It became an object of more than ordinary consideration, from the loss of the London, Curling, out of which only one person (the carpenter) was saved, whose examination at the Trinity House suggested the necessity of some great improvement, and the idea of putting a number of Argands and reflectors in each face of a triangular frame, and giving it a circular motion, was adopted.

It is impossible to explain what pains were taken to accomplish this very novel and ingenious operation, or the time and attendances bestowed on it. In the end, at an immoderate charge (though not to be compared to the lives and property heretofore lost there), the object was completely effected, so as to give the utmost satisfaction, and to the Brethren particularly, from the consideration that not a single ship has since been lost through the defect of the light; which is a very powerful and distinguishable one, and affords a point of departure for all vessels passing it in any direction.

LONGSHIPS.

This light, at the extremity of the Land's End, upon a rock of great height, and steep as a ship's side, was intended to facilitate the passage from St. George's into the British Channel, or the reverse; for the benefit of vessels that had been driven by stress of weather or mistake into the British Channel; and for coasters particularly.

A lease was granted to Lieutenant Smith of the navy, as a reward for the suggestion; but after erecting it, he became incapable of conducting the concern; and it is now under the management of the Corporation, for the benefit of his family, for the remaining term.

It is a work of great solidity, built of granite, and from what has been stated, may be supposed highly useful to many descriptions of vessels. The Wolf and Rundle Stone, two dangerous rocks in the neighbourhood, are thereby rendered less formidable, although the beacons that were fixed upon them could not be retained.

LIZARD LIGHTS

Having been erected near a century ago under contract, and only lately improved by the Cor-

 poration,

poration, as before explained, it rests only to state the importance of them to navigation.

Their situation on the southern extremity of the coast, and bearing east and west nearly of each other, distinguish them from those on Portland, which bear N.N.W. half W. and S.S.E. half E. of each other, consequently when seen they severally ascertain the ship's situation; and those on the Lizard being the first lights within the Channel, on a bold headland, which all endeavour to make, they afford a point of departure for going up the coast, or to sea. They are likewise a guide to clear the Manacle Rocks, and if attended to, will prevent vessels being embayed on either side of the Lizard Point.

EDDYSTONE LIGHT

Has lately come into the Corporation's hands, as before stated. Its utility is very great, being situated on one of some dangerous rocks in the fair way; it will prevent ships being embayed; is a guide to Plymouth Sound, and to lead up Channel clear of the Start.

This is the only light amongst those belonging to the Corporation established by act of Parliament. The others are by grants.

CASKET LIGHTS

Have been improved on a principle of rotationary movement, so that the light constantly sweeps the horizon. The dangers of this part of the Channel are not to be described—they are very formidable; but these new lights are adequate to the preservation of shipping, as far as lights can be. When this rock and that of Scilly are contemplated, the effect of perseverance and ingenuity is eminently conspicuous.

PORTLAND LIGHTS.

After due examination of the effect of the Argand lamps, and full consideration given to this plan of improvement, these lights were the first at which the experiment was made, and in such a variety of ways, as to satisfy the committee of the Deputy Master and Brethren, who were on the spot, ashore and afloat, for a very long time, that it was the preferable principle, which was also confirmed by experiments on Shooter's Hill, and elsewhere, for two successive years.

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The two lighthouses, near each other, were particularly calculated to ascertain the best mode of exhibition, as the effect could be better distinguished; one, therefore, was lighted with Argands and reflectors, the other with Argands and lenses; and at length they both were found, upon their respective principles, to answer every expectation, by being seen at a great distance, and so far a criterion was established for future improvement.

NEEDLES LIGHT.

This light upon the Needles' Point, and that upon Hurst Beach, were erected to give facility to ships coming up or going down Channel, (when caught by a contrary wind or storm) to enter that intricate passage to an anchorage, by day or night; and owing to the narrowness, the dangers from the Needles Rock, Shambles on one side and Warden Ledge on the other, they became expedient and useful.

Great attention was requisite to regulate a vessel's course by the old masked light of Hurst; this being found by experience insufficient, an additional lighthouse has been built, which, when in a line with the former, marks the direct track

track of safe navigation, and fully effects the proposed object.

OWERS LIGHT.

The situation of this shoal, the Owers, had been cause of loss in numberless instances, and the attempt to exhibit a light near, or on it, looked upon as visionary. Mr. Smeaton was consulted on the idea of building a lighthouse upon the rock at the east end of it, called the Shoal of the Lead. A proposition also was made to the Trinity House to erect an iron lighthouse there, and these, with the plan of a floating light, severally occupied the minds of the Brethren.

The latter, as the soonest accomplished, and the most feasible, was adopted; but the vessel broke adrift many times, getting into St. Vallery once; and the repetition of such events occasioned great doubts of the realization, and were only prevented in future by the perseverance of the Brethren, who, in their renewed exertions, at length accomplished the undertaking.

The great utility it has been of to vessels passing those rocks, bound to Portsmouth, from the eastward especially, is very well understood by all seamen.

DUNGENESS, FORELANDS, AND ORFORD LIGHTS.

The next lights, in going along the coast, are those belonging to Mr. Coke, the Royal Hospital of Greenwich, and the Orford lights, belonging to Lord Braybrooke, who have severally, and with proper feelings for maritime interests, and the welfare of shipping, most readily adopted the suggestions of the Trinity House to improve the exhibition of their lights.

The Dungeness tower was also at a great expence rebuilt on a spot nearer the point, determined on by the survey of the Elder Brethren; and, being ninety feet high, is now discoverable at a great distance.

GOODWIN FLOATING LIGHT,

Placed on the north-east of the Goodwin Sand (upon which numberless vessels, British and foreign, chiefly the latter, were wrecked), was provided on the representation of the trade, and exhibits a distinct and good light, in a triangle: It has rode there, though exposed to the whole force of the German Ocean, with very few instances of change of situation, and hence is very useful

useful to all vessels navigating at the back of the sands.

SUNK FLOATING LIGHT,

Of corresponding utility with the preceding, lays at the extremity of the sand of that name, and being at the entrance of the North Channel into the Thames, constitutes such a guide to ships entering or sailing out, as has preserved numbers which otherwise would have been lost. It is equally useful to vessels crossing from the North Foreland to Orfordness, and *vice versa*.

The exhibition has been highly satisfactory to the trade; and although the vessel is equally exposed to the gales from the German Ocean, she has seldom drifted from her station.

LOWESTOFF LIGHTS.

The Lowestoff lights are the oldest in the Corporation's hands, and are unquestionably of great utility to all who navigate the coast; and of late a floating light has been also established, to render the channels near this shore perfectly safe for the coasting trade: to exhibit their use in every situation, and how ships are preserved from wreck, would fill a volume; they are constantly fallen

fallen in with by the trade from the North Sea, and by coasters and colliers are held of great importance.

CASTOR LIGHTS

Have been suppressed since the establishment of the neighbouring very splendid lights at Happisburgh, and the floating light in the Gatway; which originated in a very melancholy event happening in the Cockle Gatway: two fleets, the one loaded bound to London, the other light vessels from the Thames, in a very heavy gale of wind run foul of each other, many sunk, and six hundred lives were the sacrifice.

The necessity of sea-marks on this part of the coast is enforced in an old record of 1608.

HAPPISBURGH, OR HAZEBORO' LIGHTS.

The preceding melancholy event stimulated the Brethren to devise some means to prevent its recurrence; and after careful surveys of the shore and sands, the Corporation built two lighthouses on the cliff at Happisburgh, and placed a floating light close to the Newarp Sand, in the Gatway; and thus rendered the navigation thereof safe by night as by day, and danger of that kind no longer exists.

FOULNESS, OR CROMER LIGHT,

Is one of those on the north-east projecting land of Norfolk, which ships from the Baltic always fall in with, and is of great use to coasters crossing from Flamborough-head; hence the splendid mode of lighting adopted for the Scilly light has been used here, and with infinite advantage.

It was on this bold promontory that the Trinity House recommended the Norfolk committee to erect the column in memory of Lord Nelson, which would have been seen far off, before ships came on the coast; but the proposition was disregarded, although the Corporation would have added a handsome sum to the subscriptions; and it is since built where its utility will be of little note.

SPURN LIGHTS.

The Spurn are the next lights on the land, at the entrance of the Humber, the proprietors of which have constantly refused to improve their system of lighting; and between them and Cromer there has long been a floating light established, called the Well, or Dudgeon.

WELL LIGHT.

Its situation, in the entrance of the Wash, amidst a great variety of shoals, provides safety to vessels upon the east coast, who would otherwise be in considerable peril, or probably get embayed so as to retard their voyage, or be unavoidably lost in an easterly gale.

FLAMBOROUGH LIGHT.

The scite of Flamborough-head was of all others the most calculated for a lighthouse, either for coasters or for vessels from the Baltic and North Sea, but it was not concurred in by the trade until lately, when its utility having been admitted, the present lighthouse was erected, and the light exhibited upon the principle of the Scilly light, but with coloured red glass in front of the burners, by which it is distinguished from Cromer.

FERN LIGHTS.

The Fern Islands, off Bamborough Castle, were possessed by the family of Blackett, under the Dean and Chapter of Durham Cathedral, who had, under agreement with the Corporation of Trinity

Trinity House half a century back, furnished lights for the safety of navigation, but in such an inefficient style, that upon complaint being made to the Trinity House, the lessees were required to improve them; which being hesitated at, the tenure was examined into, and the lease not having been executed, and the parties consequently liable to be dispossessed, they consented to fulfil whatever the Corporation required, the trade at the same time expressing their willingness to extend the toll.

The Brethren conceived themselves bound not to take advantage of the supposed lessees situation, although at the same time to do justice to the public, they resumed the possession, building three lighthouses, on different islands (after an attentive survey and examination by a committee), exhibiting the lights on the improved principle, and appointing proper superintendence and lightkeepers, as at other places. The balance of the concern is now paid over to the family, and will be so for the remaining term of the original contract.

These lights prove of very great use to all vessels passing between England and Scotland. There is also an iron beacon erected on the Keystone, the outermost of the rocks.

ST. BEES.

St. Bees light, at the entrance of Whitehaven, is more of a harbour than a coast light.

AYR LIGHT,

At the entrance of the river Dee, granted to the Corporation of Chester on lease, was very much complained of, and a requisition for its improvement was made by the Trinity House. The offer of surrendering it, and paying their debts, was closed with, and it has been since improved, upon the principle adopted in all the Corporation's lighthouses.

SKERRIES LIGHT

Appertains to an individual, who has, on the representation of the Trinity House, lately improved its exhibition, but not so fully as might have been done.

Its utility is local, and it was instituted, notwithstanding the Act of the eighth of Elizabeth, and her grants subsequently to the Corporation, under an Act of Parliament of late date, as was the Spurn, with others.

SMALLS

SMALLS

Is another leased lighthouse (thirty-five years remain of the term), situated in a most tremendous spot, whether the numberless rocks which surround it, or the rapidity of the tides there, or its exposure to the gales from the south-west, and from the north-west also, be considered.

It has been erected upon pillars, which, in two instances, have been in part washed away, and the perilous situation of the lightkeepers was, in the first instance, made known by a cask, with the account from them, being driven into St. Bride's Bay, and there discovered.

The last accident brought on the consideration of erecting an iron lighthouse; but the obstacles that presented themselves from the objections of the lessees, and the opinions of several as to its stability, constrained the abandonment of this measure.

HOLYHEAD LIGHT

Is one of the best construction, in point of effect and utility, constituting the safety of intercourse between the capital of Ireland and England; it is discoverable half-seas over by the

splendour of its appearance, being a revolving light, situated on the South Staek, an island near the Head of considerable height, and with which the communication is kept up by a rope bridge; but at some future day an iron one may be substituted, a model of which is at the Trinity House.

This light, from its moderate height and insular situation, is never obscured by clouds (while that on the opposite side of the Channel on the Hill of Howth was so frequently, as to cause its removal), and it is admitted to be a model for future structures in similar situations.

MILFORD LIGHTS

Are on St. Ann's Head, the western point of Milford Haven; they were, about fourteen years ago, improved at the expence of the Corporation, and the towers fitted for lanterns, to exhibit lights upon the new system of Argands and reflectors; and the balance of the tolls, after defraying the interest of money and the expences of maintenance, are paid over to the lessees, they are in a state of great excellence; and had the harbour of Milford been brought into use, as was expected, would have been of incalculable benefit.

MUMBLES.

The Mumbles light, although very useful for the port of Swansea, and the neighbouring little ports, is yet hardly considered as of any importance beyond that of a harbour light.

FLAT HOLM

Is a light at the entrance of the Severn, upon the old construction, and consequently very defective; but being on lease, and the parties declining to improve it, the Corporation are endeavouring to treat for it for the remainder of the term, and to exhibit one on the better principle.

Connected with this part of the coast, the island of Lundy presents a situation for the erection of a lighthouse desirable beyond all expression; but when it has been suggested to the commercial and shipping characters at Bristol, the principal port, and whose interests are most at stake, it has been resisted; and hence the establishment of this great safeguard to all vessels bound into or from the ports in the Bristol Channel, and the neighbouring coast, has not

yet been accomplished; but should the Corporation obtain possession of the Flat Holm, may be received under a consolidated toll for both.

HARWICH.

Before quitting the subject of lighthouses, it may be requisite to mention the surveys, consideration, and superintendance, given to that at Harwich, where the plan of improvement, wholly devised by the Brethren, has surpassed expectation.

These lights belong to the Crown, and were leased to General Rebow, upon the express stipulation of their improvement; and it is but an act of justice to notice this attention of Government to the commerce of the country on that coast.

HELIGOLAND.

The lighthouse on the Island of Heligoland was erected by Government, upon a plan previously considered and approved by the Members of the Corporation; and its situation, at the entrance of the Elbe, is calculated to afford great assistance to the navigation on that coast.

GALLOPER AND GULL STREAM LIGHT VESSELS

Were both established under the Corporation's direction, but at the cost of Government, for the safety of His Majesty's fleets in the Downs and North Sea; but they have been found of such particular benefit to the trade, that when the peace took place, and they were no longer necessary for the original purposes, through the consideration and influence of the first Lord of the Admiralty, Viscount Melville, Greenwich Hospital maintains the Gull Stream light, as an appendage to the Foreland lights, and the Corporation maintain the Galloper, as an appendage to the Sunk light, and hence they are both gratuitous to the ship-owner and commerce.

BEMBRIDGE LIGHT

Was fitted also by the Brethren for Government, and is now conducted by them with the same attention and economy as if it belonged to the Corporation. It is calculated for the safe entrance of ships into St. Helen's and Spithead, and serves other important purposes,

and is an additional proof of the attention of the Admiralty to the general safety of ships and seamen, which, it is hoped, will be duly appreciated by those who partake its use, and excite sentiments of gratitude for those several instances of benefits conferred by government, without expence to the trade.

In all that has been recited, notwithstanding the heavy expence incurred for the alteration of the towers, lanterns, Argands, reflectors, and machinery, the difference in price between coals and the best sperm oil, the necessary agents and attendants on the spot, creating an expenditure vastly beyond all former periods, the increase of commerce has so far furnished the means, that no additional toll has been required, and every ground of murmur or dissatisfaction, it may be reasonably expected, has been removed.

BUOYS AND BEACONS.

Having detailed the situation and origin of the lighthouses, their particular utility, and the grounds of their erection, as proposed, some account of the buoys and beacons may, in like manner, be expected; but beyond the extension of the system, to the pointing out new channels,

channels, or the ascertaining the boundary of sands that have grown up or enlarged their dimensions, little is to be said; and the whole appears to apply to those on the coast from Yarmouth north to the Downs south; the river's entrance, and the change of its navigable channels; to the buoys in the Tees, and the river Exe.

The designation of each in the list of the buoys will shew what sands, &c. they are intended to guard the mariner against. The attempts made to improve them have been so many, as to give employment to the ingenuity and talent of every Brother who has filled the office of Buoy Warden; and it is hoped, the best possible forms, &c. have at length been adopted.

The beacons have not been less the object of attention, and are a very heavy charge on that part of the revenue.

The sunken beacons are few, as follows:—

THE GUNFLEET,
WHITAKER,
SHEER, OR MAPLIN,
BLACK TAIL,
SHOE.

Those on shore are also few, the—

NAZE,
BAUDSAY,
NORTH DOWN, AND
MONKHAM TOWERS.

Amongst

Amongst them also must be reckoned the towers of the church Reculver, of which, as it has been of great charge, some account may be expected. It was of very early date; a monumental inscription of one of the Saxon Kings, on the walls, decides this point. It had two steeples, which were called the Sisters. The decayed state of the building, and its size beyond the present population, induced the inhabitants to erect a smaller, and they obtained leave to pull this down. This gave the Trinity House the opportunity of buying the steeples, which were seen throughout all the channels of the river, or nearly so, and from their height became an object above the fog, when land was not discernible, consequently of some importance; although they were not a mark for any particular sand or channel.

The gales of wind from the north-west, and the action of the tide, had of late years so worn away the cliff, as in a short interval to lessen the distance of the building from the brow from eighty to twelve feet; and the prospect of its fall induced the Brethren to incur the expence of constructing groins for its preservation, which has effectually answered, although after great doubts and apprehensions.

The

The cliff was no sooner secured than the spires, constructed of wood to a great height, blew away; and since this there has been a top-mast and a top-gallant mast rigged upon each tower, with vanes on the top, which renders the whole useful as ever.

To these may be added Nelson's pillar, on Post Down, near Portsmouth, put into the possession of the Corporation by the building committee, for the preservation of it as a sea-mark for the royal port of Spithead.

This department, therefore, should also constitute a ground for satisfaction to ship-owners and seamen, seeing it is so closely attended to by the Trinity House, for their safety, without increased expence to the ships.

In this list of the lights and beacons established, the greater part of which are under the management of the Trinity House, it will be noticed how many have been of late erected, and how great the improvements of the rest; and it may therefore be boldly affirmed, that the intercourse coastwise, and to and from all parts of the world, has been much benefited.

Independent of the surveys requisite for these improvements, the Deputy Master and Brethren, as well as separate committees, have been repeatedly,

repeatedly afloat, from one extremity of the Channel to the other, and up the east coast.

To recapitulate the occasions and time employed may savour of ostentation, when it is wished purely to shew what has been their sense of the duty that attached to their office, and their uniform perseverance in fulfilling it; but as this memoir is not intended to travel beyond the Members of the Corporation, it cannot therefore be any assumption of merit to state the facts of particular surveys, &c. that are, strictly speaking, unconnected with the business of the buoyage and beaconage, but which have arisen from references by some high authority under the Legislature or Government, and to no inconsiderable extent; that they have received every possible attention on the part of the Brethren, and inspection when it was necessary or required. Nor has the public in any instance been charged with the expences incurred.

The following places are those to which their notice and attention have been called, yet not quoted in the order of time, viz.—

THE FORELAND LIGHTS,
DUNGENESS,
FOLKSTONE,
DOVER,
RYE,
SEAFORD,
SHOREHAM,
NEWHAVEN,
PORTSMOUTH,
POOLE,
EXETER,
DARTMOUTH,
PLYMOUTH,
CATWATER,
FALMOUTH,
MOUNTS' BAY,
SEVERN,
SWANSEA,
MILFORD,
FISHGUARD,
HOLYHEAD;
beside references on the
MOORINGS,
DOCKS,
CANAL,
cum multis aliis, in the River Thames.

A more correct statement as to the periods or subjects of inquiry could not be given without reference to the court, or bye-board minutes, for several years back, which would not either add to or change the facts.

IRISH LIGHTS.

Of late years the extension of the lights on the coast of Ireland has been placed under the revision of the Brethren of the Trinity House, who are empowered,

empowered, by the act for their erection and improvement, to consider all plans that may be brought forward, and the number and nature of the lights to be established there, which have occupied considerable attention; and the present improved system on that coast is so well conducted, by the Ballast Corporation in Dublin, as to entitle them to great credit.

If it be contended that all these several duties were within the province of the Trinity House, it must be allowed that the compensation, however adequate it might have been thought in former days for services then rendered, is at this time much otherwise. Yet the duty has, nevertheless, been cheerfully performed, without any stipulations, or even expectations of reward.

There are also some other instances of service that may, perhaps, entitle the Brethren to the grateful regard of their country, and call forth powerful advocates against malicious or wanton attacks, should they again be made. Nor are these particulars introduced but to excite some feeling for their honour, utility, and integrity, and in all future Members an emulation to uphold them.

Neither

Neither can it be doubted but that, if the preceding statement of the prominent parts of the Elder Brethren's duty and services, and their ready attendance in any part of the kingdom to accomplish them, were known, it would satisfy every one that their situations are not sinecures, and that the funds they are entrusted to dispose of are not improperly appropriated.

It is therefore confidently hoped they may be considered by future generations, as well as the present, as having rendered substantial benefits; and that in the transfer of the ballastage, buoyage, and beaconage, from the possession of an individual to that of a permanent public body, who could act upon a systematic principle for ages, Her Majesty Queen Elizabeth, and the Lord High Admiral Howard, manifested a wisdom and foresight eminently displayed at that era; and that great improvements would not have been accomplished, but through the medium of such a public board as that of the Corporation of Trinity House, whose exertions and perseverance have likewise contributed to the credit and respectability of their country; of which there cannot be a more striking confirmation, than that foreign nations have, in several instances, applied for the advice and assistance of the Corporation, which have been always cheerfully afforded;

afforded; and the pride, as well as the gratification of the Brethren, has been to give every encouragement to scientific pursuits, and practical maritime improvements, so that the Corporation may be fully entitled to the motto—

Prodesse quam conspici.

APPENDIX.

APPENDIX.

No. I.

TRANSLATION OF THE

CHARTER OF KING HENRY VIII.

EXEMPLIFIED BY HIS MOST EXCELLENT MAJESTY KING GEORGE II.

GEORGE the Second, by the grace of God, of Great Britain, France, and Ireland, king, defender of the faith, &c. To all to whom these presents shall come, greeting. We have seen the enrolment of certain letters-patents of our most famous predecessor Henry the Eighth, heretofore king of England, made the 20th day of May in the sixth year of his reign, to his beloved lieges and subjects, the shipmen or mariners of England, and remaining of record in our Court of Chancery. The tenor of which enrolment follows in these words, and is thus, to wit, The king to all to whom, &c. greeting. Know ye, That we, of our especial grace, and on account of the sincere and entire love, and likewise devotion, which we bear and have towards the most glorious and undividable Trinity, and also to Saint Clement the

Confessor, have granted and given licence for us and our heirs, as much as in us is, to our beloved liege people and subjects, the shipmen or mariners of this our realm of England, that they or their heirs, to the praise and honour of the said most glorious and undividable Trinity and St. Clement, may of new begin, erect, create, ordain, found, unite, and establish a certain Guild or perpetual Fraternity of themselves, and other persons whatsoever, as well men as women, in the parish church of Deptford-Strond, in our county of Kent. And that the said Guild or Fraternity, so begun, erected, created, ordained, founded, united, and established, be one body and perpetual community, and that the said Guild or Fraternity be called the Guild or Fraternity of the most glorious and undividable Trinity of Saint Clement: and that the Brethren of that Guild or Fraternity, and their successors, shall and may be able, every year, of themselves to elect, ordain, and successively constitute, one Master, four Wardens, and eight Assistants to the same Master and Wardens, to govern and oversee the said Guild or Fraternity, and also to have the government and custody of all the lands, tenements, rents, possessions, goods and chattels, which from thenceforth shall happen to be purchased, given, devised, granted, or assigned to the said Guild or Fraternity, and to remove, expel, and discharge the same Master, Wardens, and Assistants, and any of them, from time to time (as they need, or occasion shall require), and to put, appoint, and substitute other Master, Warden, or Wardens, and Assistant, or Assistants, in his or their name, or names, or places so removed, expelled and discharged, as often and when to them shall seem meet. And moreover, we have granted for us and our heirs aforesaid, That the aforesaid Master, Wardens, and Assistants, and their successors, may admit and accept whatsoever persons

our

our natural subjects only to be born within this our realm of England, and other places under our allegiance, and not others, which would be of the Guild or Fraternity aforesaid, as brethren and sisters of the said Guild or Fraternity.- And that they may have amongst themselves one common seal to serve and seal for the business and occasions of the said Guild or Fraternity. And that the said Master, Wardens, and Assistants, and their successors, shall be persons able and capable in law, so that they may plead and be impleaded, answer and be answered unto, in whatsoever our courts of us and our heirs, and before whatsoever justices or judges, temporal or spiritual, in whatsoever actions, suits, plaints, pleas, causes, and demands, of whatsoever kind or nature, concerning or touching the said Guild or Fraternity, by the name of one Master, four Wardens, and eight Assistants of the Guild or Fraternity of the most glorious and undividable Trinity and St. Clement, in the parish church of Deptford-Strond, aforesaid; and that the said Master, Wardens, and Assistants, and the Brethren and Sisters aforesaid, and their successors, may meet at days, places, and times, as often and when they please to communicate, treat, and conclude, amongst themselves, and with other persons, of and upon the conservation, good state, and sound government of the Guild or Fraternity aforesaid, and also of the Brethren and Sisters of the same, and of and upon all and singular articles anywise concerning the science or art of mariners; and that they may have power and authority for ever of granting and making laws, ordinances, and statutes amongst themselves, for the relief, increase, and augmentation of the shipping of this our realm of England. All which laws, ordinances, and statutes, those offending to punish and chastise at their discretions, according to the quantity of the offence, and to demand and gather the

pains, subsidies, amercements, and forfeitures in the same laws, ordinances and statutes, ordained and specified of the said offenders, and any of them, and to distrain and arrest for the same (if need be) such offenders, as well by their goods and ships, as by their bodies, as the case requires, according to the laws and customs of this our realm of England, or our court of Admiralty. And also to levy, receive, and recover such pains, subsidies, amercements, and forfeitures, to the use of the Guild or Fraternity aforesaid, and so *(toties quoties)* in future times to continue for ever. And further, of our said more abundant grace, we have granted and given licence for us, and our heirs aforesaid, to the aforesaid Master, Wardens, and Assistants, that they and their successors may acquire lands, tenements, and rents, to the value of twenty marks a-year beyond reprizes, which are not holden of us in chief. To have and to hold to them and their successors for ever: therewith to find one chaplain to celebrate divine services in the aforesaid church for ever, for the safe estate of us, and of our most dear consort Catherine, queen of England and France, while we shall live, and for our souls when we shall depart from this life, and also for the souls of all our progenitors deceased, and also for the safe estate of the Brethren and Sisters of the said Guild or Fraternity while they shall live, and for their souls when they shall depart from this life, and for the souls of all the faithful deceased, and to do and perform other works of piety there, the statute of mortmain notwithstanding. And further, of our aforesaid grace, we have granted, and by these presents do grant, for us and our said heirs, as much as in us is, to our said liege people and subjects, that they may have and enjoy all and singular the liberties, franchises, and privileges, which their predecessors the shipmen or mariners of this our realm of England

ever

ever had, used, or enjoyed. And also that they may have and hold to them, and their successors, all the lands and tenements which they now have in Deptford-Strond aforesaid, of the gift or grant of whatsoever person or persons; forbidding that the same our liege people and subjects, or their successors aforesaid, or the aforesaid Master, Wardens, and Assistants, elected, ordained, and appointed, in manner and form aforesaid, or their successors, be by us, or our heirs aforesaid, justices, escheators, sheriffs, coroners, or other bailiffs or ministers whatsoever of us or our said heirs, from henceforth at any time or times hereafter, molested, impeached, vexed, troubled, disquieted, or in any wise aggrieved. In witness whereof, &c. Witness the KING at Westminster the 20th May. By the king, and of the date, &c. We therefore, by these presents, have thought fit to exemplify the tenor of the enrolment of the aforesaid letters-patents, at the request of Thomas Hardy, knight, now master of the Guild or Fraternity of the most glorious and undivided Trinity, and of St. Clement in the parish of Deptford-Strond in our county of Kent. In witness whereof, we have caused these our letters to be made patents. Witness CAROLINE, queen of Great Britain, &c. guardian of the same kingdom, &c. at Westminster the 22d day of July, in the third year of our reign.

No. II.

AN ACT EIGHTH OF ELIZABETH,

TO ENABLE THE TRINITY-HOUSE TO ERECT SEA-MARKS, AND GIVE LICENCE TO MARINERS TO ROW IN THE RIVER OF THAMES.

WHEREAS the Master, Wardens, and Assistants of the Trinity-House at Deptford-Strond, being a company of the chiefest and most expert masters and governors of ships, incorporate within themselves, charged with the conduction of the Queen's Majesty's navy royal, are bound to foresee the good increase and maintenance of ships, and of all kind of men, traded and brought up by watercraft, most meet for her Majesty's marine service.

And forasmuch as by the destroying and taking away of certain steeples, woods, and other marks, standing upon the main shores adjoining to the sea-coasts of this realm of England and Wales, being as beacons and marks of ancient time accustomed for seafaring men, to save and keep them, and the ships in their charge, from sundry dangers thereto incident, divers ships with their goods and merchandizes, in sailing from foreign parts towards this realm of England and Wales, and specially to the port and river of Thames, have by the lack of such marks of late years been miscarried, perished, and lost in the sea, to the great detriment and hurt of the commonweal, and the perishing of no small number of people.

For

For remedy wherein to be had, be it enacted, established, and ordained by the Queen's most excellent Majesty, by the consents of the Lords spiritual and temporal, and the Commons in this present Parliament assembled, and by the authority of the same, that the foresaid Master, Wardens, and Assistants of the Trinity-House at Deptford-Strond aforesaid, being a company incorporated as before, shall and may lawfully, by virtue of this act, from time to time hereafter, at their wills and pleasures, and at their costs, make, erect, and set up such, and so many beacons, marks, and signs for the sea, in such place or places of the sea-shores, and uplands near the sea-coasts, or forelands of the sea, only for sea-marks, as to them shall seem most meet, needful, and requisite, whereby the dangers may be avoided and escaped, and ships the better come into their ports without peril. And that all such beacons, marks, and signs, so to be by them, or their assigns, erected, made, and set up, at the costs and charges of the said Master, Wardens, and Assistants, shall and may be continued, renewed, and maintained, from time to time, at the costs and charges of the said Master, Wardens, and Assistants, any thing to the contrary hereof notwithstanding.

And be it further ordained and enacted, by the authority aforesaid, that no steeples, trees, or other things now standing as beacons or marks for the sea (whereof to the owner or occupier of the place whereto the same doth grow or stand, before the first day of March next coming, notice shall be given by the Queen's Majesty's letters under her signet), shall at any time hereafter be taken down, felled, or otherwise cut down, upon pain that every person by whose procurement or consent such offence shall be committed, shall forfeit the sum of one hundred pounds, whereof the one moiety to the Queen's Majesty, and the other moiety

11*th*, The Committee to be open to any other Brethren who may choose to attend the several examinations.

12*th*, That notice of the days and hours of examination be affixed up in the hall, for the information of persons attending to be examined for Masters and Pilots.

13*th*, On reference to the list of Elder Brethren, Captain Lanty, Captain Mangles, Captain Cotton, and Captain Strachan, were nominated as the standing Committee for the year 1790, who agreed to accept the appointment.

AT A GENERAL COURT, 3D DECEMBER 1789.

THE Court then proceeded to the consideration of the plan for the examination of Masters in the Royal Navy and Pilots, and the several articles were read over and debated upon, and, on the question being put on each article separately, they were agreed to.

AT A BY-BOARD, 16TH OCTOBER 1790.

THE Board finding that there are now ten letters received from the Navy Board, requesting the examination of persons for Masters in His Majesty's Navy, and whose examinations have not yet been entered upon, it was agreed to recommend to the next General Court to order the following addition to be made to the ninth article of the regulations instituted by the General Court, the 3d December 1789, for the examination of Masters in His Majesty's Navy, and Pilots, viz.

That while there remains any one or more applications for the examination of Masters, the Committee do not adjourn over for more than one intervening day, and that such Members of the Committee as absent themselves beyond that time be subject to a forfeit of five shillings each, and that another Brother be called in to attend in the room of each Member who shall be so absent, and be entitled to the forfeit of such absentee.

larly such as are not in any office for that year, who, notwithstanding, may each be at liberty to refuse, till some other of the Brethren accept; the said Committee to meet every Thursday (except on Court days), at eleven o'clock, and sit till two.

2d, That a salary of £50 a-year be allowed to each of the said four Brethren, to be paid out of the fund agreed upon at the last General Court, the 5th instant.

3d, That each Member of the Committee who shall not attend on the above-mentioned days at eleven, by the clock in the Board Room, be subject to a forfeit of one guinea.

4th, That if none of the Members of the Committee shall attend at eleven o'clock, the whole forfeiture of four guineas to be paid to the Clerk.

5th, That in case two or more persons shall be in waiting for examination, to prevent delay of business, the four Brethren to be chosen shall have power to form themselves into two Committees.

6th, That in case any of the four Members of the Committee shall be absent at eleven o'clock, and there should be two or more persons in waiting for examination, the Members present may call upon any Brother or Brethren, indifferently, to assist them to form two Committees, who shall be entitled to the forfeits incurred by the absentees; but should there be no occasion to form two Committees, the forfeits to be divided between the Members of the standing Committee who shall attend.

7th, That whenever there shall be only one Committee requisite, the Senior Brother present may, according to his discretion, give leave of absence to any one or two of the four Brethren.

8th, That no person be examined by the Committee for the important station of Master of a first or second-rate ship in the Royal Navy, without the presence of the Deputy-Master; and on every such occasion the Deputy-Master to be paid two guineas out of the before-mentioned fund.

9th, That in case any examination cannot be completed in the course of the appointed day, as proposed, such examination may be adjourned over, but not for more than one intervening day.

10th, A book to be provided for each Brother of the Committee to enter his name every day of attendance.

11th,

to be to the Master, Wardens, and Assistants of the said Trinity-House; and if the said person or persons so offending, be not of the value of one hundred pounds, then the same person or persons to be deemed convict of outlawry, *ipso facto*, to all constructions and purposes.

And further be it enacted, by the authority aforesaid, that all mariners and seafaring men, dwelling about the said river of Thames, being thereto licensed by the said Master, Wardens, and Assistants, and having sufficient certificate of such licence from the said Master, Wardens, and Assistants, as well between their voyages as at other times, at their wills and pleasures, by force hereof, the better to keep and refrain themselves from folly, idleness, and lewd company, and for the relief of them, their wives and children, shall and may freely and quietly exercise and row in their own wherries, or any other men's wherries, by them to be hired, or wherein they shall be hired, to work up and down the said river of Thames, to apply and follow the ordinary passing and carrying of the Queen's Majesty's people to and fro, as other watermen commonly called wherrymen of the same river, use and accustom to do, without impeachment, hindrance, or lett to the contrary; and that such seafaring men shall not thereby be drawn under any other government, than under the said Master, Wardens, and Assistants, as they were before, any act, statute, provision, proclamation, ordinance, or custom heretofore against the premises ordained or made in anywise notwithstanding.

(*Copia Vera*) JOHAN. WALKER, *Deput.*
JOHAN. BROWN, *Cler. Parliamentor.*

No.

No. III.

GRANT OF QUEEN ELIZABETH,

IN THE THIRTY-SIXTH YEAR OF HER REIGN, OF THE BALLASTAGE, BEACONAGE, AND BUOYAGE, TO THE TRINITY-HOUSE.

ELIZABETH, by the grace of God, Queen of England, France, and Ireland, defender of the faith, &c. To all to whom these present letters shall come, greeting: Whereas our loving cousin and councellor, Charles lord Howard, of the most noble order of the garter, knight, baron of Effingham, and our great admiral of England, hath by his deed in our Court of Chancery enrolled, bearing date the seven and twentieth day of May last past, for divers considerations him therein moving, fully, wholly, and absolutely surrendered, yielded, and given up unto us, and into our hands, the lastage and ballastage, and office of lastage and ballastage, of all and all manner of ships, and other vessels whatsoever, coming, or being, in or upon the river of the Thames, or which shall at any time hereafter be coming, floating, issuing, passing, sailing, or going into, or out of the river of the Thames, betwixt our city of London and the main sea, of what burden soever such ship or ships, or other vessels shall be, and of, and by what name, or names soever, such ballastage and lastage is, or may be called, known, or used, or which do or hereafter shall remain, lie, or be, at, in, upon, or near unto any wharf, bank, or creek, near unto the same river, or any coast, shore, or part of the same, betwixt the bridge of London towards the

the west part, and the said main sea towards the east; and all his lawful right, title, interest, and demand whatsoever, which he hath or might have, claim, or pretend to have, of, in, or to the premises, or any of them, by virtue of the said office of great admiral of England, or of our letters-patents, dated at Westminster, the eighth day of July in the seven and twentieth year of our reign, made unto him of the said office of great admiral of England, or of any sentence or clause therein contained, or otherwise; and hath besought us, that we will be pleased to give, grant, and confirm the premises, unto the Master, Wardens, and Assistants of the Trinity-House of Deptford-Stroad, in our county of Kent.

And whereas he hath further, by his said deed of the date aforesaid, also fully, wholly, and absolutely, surrendered, yielded, and given up unto us, and into our hands, all his right, title, interest, authority, and demand whatsoever, which he hath, or might have, claim, challenge, or pretend to have, of, in, or to the making, erecting, setting up, placing, or laying out of all, or any beacons, buoys, marks, and signs for the sea, to be made, erected, and set up, placed, or laid forth, in, or upon the sea, or seashores, coasts near the sea, or uplands or forelands, or elsewhere near the sea, by virtue or colour of the said office of great admiral of England, letters-patents aforesaid, or otherwise howsoever.

And hath by his said deed declared and made known, that albeit by the letter of our said letters-patents aforesaid, the said beaconage, and other the last-recited premises, are granted unto him, yet it doth notwithstanding evidently appear unto him, that it is in and by one statute or act of Parliament, made in the eighth year of our reign, specially and expressly ordained and enacted, that the

the said Master, Wardens, and Assistants of the Trinity-House of Deptford-Strond aforesaid, being a company incorporated, should and might lawfully, by virtue of the said act, from time to time, at their wills and pleasures, and at their costs and charges, make, erect, and set up, such, and so many beacons, marks, and signs for the sea, in such place, or places of the sea-shores, and uplands, near the sea-coasts, or forelands of the sea, for sea-marks, as to them shall seem most meet, needful, and requisite, whereby dangers may be avoided and escaped, and ships the better come to their ports without peril: but for that the placing and laying out of buoys in convenient places of the sea and channel, for passing into and out of havens and rivers, being a thing more necessary to forewarn, shun, and prevent the peril and danger of those places may yet be questioned upon, by the strict letter of the said statute or act of parliament, for that the said buoys be properly and naturally placed and laid out upon, or within the water of the sea-haven or river, and not on the sea-shore, or banks dry at any time, and doth therefore justly deserve some explanation.

In regard of which premises, he doth further, by his said deed of the date aforesaid, humbly also beseech us, that we will be further pleased to give, grant, confirm, and explain, in all ample and beneficial manner, unto the said Master, Wardens, and Assistants of the Trinity-House of Deptford-Strond aforesaid, and their successors for ever, the making, erecting, setting up, placing, and laying out, continuing, renewing, and maintaining, from time to time, of all and every beacon and beacons, buoy and buoys, mark and marks, sign and signs for the sea, which, at the time of the making the said deed, were, or at any time hereafter shall be made, erected, set up, placed, or laid forth, at

the

the cost and charges of the said Master, Wardens, and Assistants, or of their successors, in or upon the sea, and places navigable, or sea-shores, coasts near the sea, or uplands or forelands of this our realm of England, near unto the sea or seas of the same.

Now know ye, that we, of our special grace, certain knowledge, and mere motion, and for sundry good reasons, causes, and considerations, us especially moving, have given, granted, confirmed, ratified, and approved, and by these presents do, for us, our heirs and successors, give, grant, confirm, ratify, and approve unto our loving and faithful subjects, the Master, Wardens, and Assistants of the Trinity-House of Deptford-Strond in our county of Kent, and to their successors for ever, the lastage and ballastage, and office of lastage and ballastage, of all and all manner of ships, and other vessels whatsoever, coming or being, or which hereafter at any time shall be coming, floating, lying, or remaining, issuing, passing, sailing, or going in, upon, to, or out of the river of Thames, or elsewhere, betwixt the bridge of the city of London and the main sea, or any wharf, bank, creek, coast, shore, or any part of the same, or near or adjoining thereunto, betwixt the bridge of London aforesaid, towards the west part, and the said main sea, towards the east part, of what burthen soever such ship, vessel, or vessels be, or shall be, and by what name or names soever, and in what kind or kinds soever the said ballastage or lastage is, or may be called, reputed, or known, exercised, or used.

And also the beaconage and buoyage, and the office of beaconage and buoyage, and the making, erecting, setting up, placing, and laying out, continuing, renewing, and maintaining from time to time, and at all times, at their costs and charges, of all, every, and whatsoever beacon and beacons,

cons, buoy and buoys, mark and marks, sign and signs for the sea, in any and whatsoever place and places in, or upon the sea, places navigable, and channels for passing into, or out of havens, or rivers, or sea-shores, coasts near the sea, uplands or forelands, or other places of our realm of England, near unto the sea or seas of the same, as to the said Master, Wardens, and Assistants, or their successors, their substitute or substitutes, deputy or deputies, assign or assigns, shall from time to time seem meet, good, necessary, or convenient.

To have and to hold the said ballastage and lastage, and office of ballastage and lastage, and the said beaconage and buoyage, and office of beaconage and buoyage, and all and every other the premises heretofore in these presents mentioned to be given, granted, ratified and approved; with all and every fees, advantages, salaries, profits, emoluments, commodities, and rights, incidents, and appurtenances whatsoever, to, for, out of, or by reason of all, or any of the premises any way due, payable, accustomed, appertaining, or belonging unto the said Master, Wardens, and Assistants of the Trinity-House of Deptford-Strond aforesaid, and their successors for ever, by themselves, their substitute or substitutes, deputy or deputies, assign or assigns, to use, exercise, execute, and enjoy for ever.

And all and every the said premises to hold of us, our heirs and successors, as of our manor of East Greenwich in our said county of Kent, in free and common soccage, and not in *capite*, or by knight-service, although express mention of the true yearly value, or of any other value, or other certainty of the premises, or of any of them, or of any gifts or grants by us, or any our progenitors, unto the said Master, Wardens, and Assistants, before this time made, in these presents is not made; or any statute, act,

proviso,

proviso, ordinance, or restraint thereof, or of any thing contained in these presents to the contrary made, had, ordained, or provided, or any other want of writ of *ad quod damnum*, or any other thing, matter, or cause whatsoever, in any wise notwithstanding.

In witness whereof, &c. Witness OURSELF, at Westminster, the eleventh day of June, in the six and thirtieth year of our reign.

Per breve de privato sigillo, POWLE,
pro WILLIAM BRENCH.

No. IV.

APPOINTMENT OF EXAMINING COMMITTEE,

AT A BY-BOARD, 12TH NOVEMBER 1789.

PURSUANT to a reference of the last General Court, the Board took into consideration the plan for regulating the examination of Masters in the Royal Navy, and Pilots for the North, South, and Queen's Channels, and the following articles were proposed and agreed upon, instead of the articles agreed upon at the Committee, the 6th October last, viz.

1*st*, That four Elder Brethren be chosen as a standing Committee, for one year, from 1st January 1790, to consist of two Senior Brethren, taking the list downwards, and two Junior Brethren, taking the list upwards, and particularly

larly such as are not in any office for that year, who, notwithstanding, may each be at liberty to refuse, till some other of the Brethren accept; the said Committee to meet every Thursday (except on Court days), at eleven o'clock, and sit till two.

2*d*, That a salary of £50 a-year be allowed to each of the said four Brethren, to be paid out of the fund agreed upon at the last General Court, the 5th instant.

3*d*, That each Member of the Committee who shall not attend on the above-mentioned days at eleven, by the clock in the Board Room, be subject to a forfeit of one guinea.

4*th*, That if none of the Members of the Committee shall attend at eleven o'clock, the whole forfeiture of four guineas to be paid to the Clerk.

5*th*, That in case two or more persons shall be in waiting for examination, to prevent delay of business, the four Brethren to be chosen shall have power to form themselves into two Committees.

6*th*, That in case any of the four Members of the Committee shall be absent at eleven o'clock, and there should be two or more persons in waiting for examination, the Members present may call upon any Brother or Brethren, indifferently, to assist them to form two Committees, who shall be entitled to the forfeits incurred by the absentees; but should there be no occasion to form two Committees, the forfeits to be divided between the Members of the standing Committee who shall attend.

7*th*, That whenever there shall be only one Committee requisite, the Senior Brother present may, according to his discretion, give leave of absence to any one or two of the four Brethren.

8*th*, That no person be examined by the Committee for the important station of Master of a first or second-rate ship in the Royal Navy, without the presence of the Deputy-Master; and on every such occasion the Deputy-Master to be paid two guineas out of the before-mentioned fund.

9*th*, That in case any examination cannot be completed in the course of the appointed day, as proposed, such examination may be adjourned over, but not for more than one intervening day.

10*th*, A book to be provided for each Brother of the Committee to enter his name every day of attendance.

11*th*,

11*th*, The Committee to be open to any other Brethren who may choose to attend the several examinations.

12*th*, That notice of the days and hours of examination be affixed up in the hall, for the information of persons attending to be examined for Masters and Pilots.

13*th*, On reference to the list of Elder Brethren, Captain Lanty, Captain Mangles, Captain Cotton, and Captain Strachan, were nominated as the standing Committee for the year 1790, who agreed to accept the appointment.

AT A GENERAL COURT, 3D DECEMBER 1789.

The Court then proceeded to the consideration of the plan for the examination of Masters in the Royal Navy and Pilots, and the several articles were read over and debated upon, and, on the question being put on each article separately, they were agreed to.

AT A BY-BOARD, 16TH OCTOBER 1790.

The Board finding that there are now ten letters received from the Navy Board, requesting the examination of persons for Masters in His Majesty's Navy, and whose examinations have not yet been entered upon, it was agreed to recommend to the next General Court to order the following addition to be made to the ninth article of the regulations instituted by the General Court, the 3d December 1789, for the examination of Masters in His Majesty's Navy, and Pilots, viz.

That while there remains any one or more applications for the examination of Masters, the Committee do not adjourn over for more than one intervening day, and that such Members of the Committee as absent themselves beyond that time be subject to a forfeit of five shillings each, and that another Brother be called in to attend in the room of each Member who shall be so absent, and be entitled to the forfeit of such absentee.

No. V.

LIST OF THE ELDER BRETHREN OF THE TRINITY-HOUSE,

AT THE RESTORATION, 1660.

MASTER.

George, Duke of Albemarle.

WARDENS.

Edward, Earl of Sandwich,
Francis, Lord Dacre,
Sir John Minnes,
Laurence Moyer.

ASSISTANTS.

Sir William Batten,
John Linberry,
Brian Harrison,
Edward Johnson,
Alexander Bence,
John Steevens,
Nicholas Hurleston,
William Rider.

A LIST OF THE THIRTY-ONE ELDER BRETHREN APPOINTED BY THE CHARTER OF KING JAMES II. 1685.

MASTER.

Samuel Pepys, Esq.

WARDENS.

Captain John Nicholls,
Captain Henry Mudd,
Captain Nicholas Keninglon,
Captain William Green.

ASSISTANTS.

Henry, Duke of Grafton,
William, Earl of Craven,
George, Earl of Berkeley,
George, Lord Dartmouth,
Sir Thomas Allen, Bart.
Captain Simon Nichols,
Captain Isaac Woodgreen,
Captain Thomas Brown.

ELDER BRETHREN.

Sir Richard Haddock, Knt.
Sir John Berry, Knt.
Sir John Narborough, Knt.
Sir Mathew Andrews, Knt.
Captain Henry Sheere,
Captain Hugh Till,
Captain Samuel Chamblet,
Captain Thomas Collier,
Captain Anthony Young,
Captain John Hill,
Captain Francis Willshaw,
Captain Robert Fisher,
Captain Ralph Sanderson,
Captain Thomas Willshaw,
Captain Samuel Rutter,
Captain Richard Goodlad.

A LIST OF THE THIRTY ONE ELDER BRETHREN ON TRINITY-MONDAY 1818.

MASTER.

Earl of Liverpool, K. G.

DEPUTY-MASTER.

Captain Jos. Cotton, F. R. S.

WARDENS.

Captain John Woolmore,
Captain Richard Lewin,
Captain Francis Cresswell,
Captain Thomas King.

ASSISTANTS.

Earl of Chatham, K. G.
Earl Spencer, K. G.
Marquis Camden, K. G.
Earl of Mulgrave,
Lord Grenville, K. G.
Sir A. S. Hamond, Bart.
Earl St. Vincent, G. C. B.
Viscount Melville.

BRETHREN.

Capt. Sir R. Preston, Bart.
Captain G. L. Reed,
Captain Abel Chapman,
Captain George Curtis,
Captain Jonathan Wilson,
Captain John Foulerton,
Captain Thomas Morton,
Captain George Ballantyne,
Captain Aaron Chapman,
Captain Thomas Brown,
Captain James Moring,
Captain Isaac Robinson,
Captain Robert Burrowes,
Viscount Castlereagh, K. G.
Captain George Gooch,
Capt. W. T. Money.

SECRETARY.

James Court, Esq.

LIST OF THE MASTERS AND DEPUTY-MASTERS, WITH THE PERIODS OF THEIR CONTINUANCE IN OFFICE, FROM 1660 TO THE PRESENT TIME.

MASTERS.

1660.....Duke of Albemarle,
1662.....Sir Richard Browne, Bart.
Earl of Craven,
1671.....Sir Thomas Allen, Bart.
1675.....Lord Ossory,
1676.....Samuel Pepys, Esq.

1683 & 1684.....Lord Dartmouth,
1685.....Samuel Pepys, Esq.
1686.....Captain Thomas Brown,
1687.....Sir Richard Haddock,
1688.....Captain John Nichols,
1689.....Earl of Torrington,
1690 to 1692.....Admiral Russell,
1692 „ 1694.....Earl of Pembroke,
1694.....Captain John Hill,
1695 & 1696.....Sir Mathew Andrews,
1697 to 1698.....Lord Lucas,
1699.....Captain Ralph Sanderson,
1699.....Captain Robert Fisher,
1700.....Captain Thomas Willshaw,
1701.....Captain Samuel Atkinson,
1702 to 1704.....Captain Henry Risbe,
1704.....Sir George Rooke,
1705 to 1707.....Admiral George Churchill,
1707 „ 1709.....Sir Henry Johnson,
1709 „ 1711.....Sir John Leake,
1711 „ 1713.....Sir George Byng,
1713 „ 1715.....Earl of Strafford,
1715 „ 1719.....Earl of Berkeley,
1719 „ 1721.....Sir William Sanderson,
1721 „ 1723.....Sir Charles Wager,
1723 „ 1725.....Sir John Jennings,
1725 „ 1727.....Sir John Norris,
1727 „ 1729.....Sir Thomas Colley,
1729 „ 1731.....Sir Thomas Hardy,
1731 „ 1733.....Captain Samuel Jones,
1733 „ 1737.....Sir Charles Wager,
1737 „ 1741.....Sir John Norris,
1741 „ 1745.....Duke of Richmond,
1745 „ 1748.....Duke of Bedford,
1749 „ 1751.....Earl of Sandwich,
1751 „ 1756.....Lord Anson,
1756 „ 1759.....Duke of Bedford,
1759 „ 1764.....Earl of Sandwich,
1764 „ 1768.....Duke of Bedford,
1768 „ 1770.....Duke of Marlborough,
1770 „ 1773.....Viscount Weymouth,
1773 „ 1775.....Lord North,

1775 to 1777..... Earl of Rochford,
1777 „ 1782..... Earl of Sandwich,
1782 „ 1786..... Viscount Keppel,
1786 „ 1790..... Sir George Pocock,
1790 „ 1806 .. . Right Honourable William Pitt,
1806 „ 1807..... Earl Spencer,
1807 „ 1809..... Duke of Portland,
1809 „ 1816..... Marquis Camden,
1816..... Earl of Liverpool.

DEPUTY-MASTERS.

1685 to 1687 .... Captain John Hill,
1687..... Captain Robert Fisher,
1688 to 1691..... Captain Henry Mudd,
1691 & 1692..... Captain Ralph Sanderson,
1693 „ 1694..... Captain Samuel Butler,
1695 „ 1696..... Captain George Phenny,
1697 „ 1698..... Sir Mathew Andrews,
1699 to 1701..... Captain Henry Risbe,
1702 „ 1705..... Captain John Bromwell,
1706..... Captain Samuel Atkinson,
1706 to 1711..... Captain James Conway,
1711 „ 1719..... Captain John Hazlewood,
1719 „ 1721..... Captain Robert Sandes,
1721 „ 1729 .... Captain Thomas Harlow,
1729 „ 1740..... Captain John Werry,
1740 „ 1749..... Captain Richard Stratton,
1749 „ 1762..... Captain William Clarke,
1762 „ 1775..... Captain M. W. Conway,
1775 „ 1783..... Sir William James, Bart.
1783 „ 1785..... Captain Gilbert Staler,
1785 & 1786..... Captain Michael James,
1786 to 1795..... Captain Hector Rose,
1795 „ 1803..... Sir Robert Preston, Bart.
1803 ..... Captain Joseph Cotton.

By some remains of glass that constituted part of the window in the ancient hall at Deptford, containing the arms and names, with the dates of the years, there appears an authentic record, although none other exists, of several Masters and Wardens that held offices under the charter of Henry VIII.

1570. Captain William Lawson, Master.
Captain John Doyier.
Captain James Ruddam.
Captain Henry Churche.
1572. Captain C. G.
Captain Nicholas Fishborne, Warden.
Captain John Brolling.
Captain John Dyer.
1573. Captain William Thomas, Warden.
1581. Captain W. B. Warden, Master in 1585.
1587. Captain D. B. R. C. Master.
Captain W. Harris, Warden.
1588. Captain Roball Simon, Master.
1615. Captain Robert Chester, Master.
1617. Captain Robert Salmon, Master.
1624. Captain Christopher, Warden.
1629. Captain Walter Cook, Master.
1635. Captain John Totter, Master.
1637. Captain Anthony Fulcher, Master.
1638. Captain William Goodlad, Master.
Captain Michael Edmonds, Master.

PARTICULARS COLLECTED FROM SOME ANCIENT DOCUMENTS, AND REMARKS OF FORMER BRETHREN.

In 1679, the mooring chains in the river were proposed to be put under the management of the Corporation, who declined to accept the charge, as the management of them was at a subsequent period, when they were bought by Government, in or about the year 1800.

In 1684, the revenue arising from buoyage and beaconage in the Thames amounted to, annually..... £1174

In 1740—the revenue from the lights in this year was, viz.

North and South Forelands, about	£2000
Dungeness	2000
Portland	1000
Caskets	1000
Eddystone	2000
Scilly	1000
Lizard	1000
Orfordness and Winterton	4000
Harwich	2200
Wells	1800
Foulness, (probably the same.)	
The London collection of all the lights was	7682
Do. for Ramsgate only	3074
Expence of lights, when candles were used, at Castor, per annum	£40
Lowestoff	80
Harwich	20
When coals were used, at Harwich	18
Lowestoff	40
Winterton	25

In a book saved from the fire in 1714, there are, amongst a multitude of interesting particulars, the following copies of records:—

	A. D.
Original charter of incorporation by King Henry VIII.	1514
Charter of confirmation by Queen Elizabeth	1558
Do.....Do..... by King James I.	1604
Do.....Do..... by King Charles II.	1660
Do.....Do..... by King James II.	1685
Grant of the Corporation's coat of arms	1573

There are also copies of the bye-laws of 1514 and 1540, with the ancient oaths.

Clause in an act of 34th and 35th Henry VIII. for the preservation of the river Severn	1543
Order of Council about sea-marks at Castor	1606
Do.....Do.	1607
Do.....Do. about Castor and Lowestoff	1609

With various others, some of which are quoted on pages 24, 25, and 26.

No. VI.—1.

BUOYS

LAID BY THE CORPORATION OF TRINITY-HOUSE BETWEEN ORFORDNESS AND THE SOUTH FORELAND, IN THE YEAR 1776.

1. Shoeburyness
2. Mouse
3. Swin Middle
4. Heaps
6. Spitways, 2
7. Gunfleet
8. Ruff
9. East Whiting
19. S. W. Break
11. N. E. do.
12. Spile
13. West Spanyard
14. East Spanyard
15. Gilman
16. Spell
17. Woolpack
18. Searn
21. Last, 3 buoys

21

2.

NAMES, SIZES, COLOURS, AND NUMBERS, OF THE BUOYS IN THE DIFFERENT CHANNELS—MAY 1818.

Names.	*Size.*	*Colour.*	*Number.*
Wreck in Sea Reach....	6 feet	.....Red.....	"Wreck" on it.
Nore	7 "	.....White.....	Name on it.
Shoeburyness.....	7 "	.....Black.....	1
West Oaze.....	7 "	.....Red.....	27
East Oaze	7 "	.....White.....	26
Mouse	7 "	.....Black.....	2
Maplin.....	7 "	Black & white chequered	Name on it.
Swin Middle.....	7 "	.....Black.....	3
North Hook Middle	7 "	Black & white chequered	Name on it.
Whitaker Beacon Buoy..	10 "	Red, with staff and vane	Do.
Ridge.....	6 "	..... Red	4
West Buxey.....	6 "	.....Black.....	5
Knoll	6 "	.....White.....	Name on it.
Eagle.....	6 "	.....Black.....	Do.
Wallet Spitway	6 "	.....Red.....	6
Swin Spitway..... ..	6 "	.....Black.....	"Spitway" on it.
Heaps	8 "	White, with staff and vane	8
Wreck off Gunfleet.....	7 "	..... Red	"Wreck" on it.
Gunfleet.....	7 "	.....Black.....	9
West Rocks.....	7 "	Black & and white striped	Name on it.
Cork Ledge.....	7 "	.....White.....	Do.
Altar.....	6 "	.....Red.....	Do.
S. W. Buoy Shipwash...	8 "	.....White.....	Do.
N. E. Shipwash.....	7 "	..... Red	Name on it.
Rough	7 "	..... Red	10
Baudsey Sand.....	7 "	Black & white chequered	Name on it.
Cutler.....	7 "	.....Black.....	
S. W. Whiting.....	7 "	.....White.....	
Hook Whiting	7 "	.....Do.....	
N. E. Whiting.....	7 "	.....Do.....	11
West Buoy of Middle Hosely Bay.....	7 "	.....Black.....	
East Buoy of do.....	7 "	.....Do.....	
Aldbro' Knapes.....	8 "	Black & white chequered, with staff and vane	Name on it.
Wreck in the Downs (1st)	7 "	.....Red.....	"Wreck" on it.
South Brake	7 "	.....Black.....	12
Fork.....	8 "	Black & white chequered	Name on it.
North Brake.....	7 "	..... Red	14
Gull Buoy	7 "	.....White.....	
Elbow Buoy.....	7 "	.....Do.....	
	Total.....39		

South

Names.	Size.	Colour.	Number.
South Buoy, leading to Ramsgate	7 "	Do.	
North do. do.	7 "	Red	
Old Cuds Channel	4 "	Black	Name on it.
E. Buoy Margate Sand	7 "	Do	15
East Tongue	7 "	White, half-white, half-black bottom	16
North Spit	7 "	Black	17
West Tongue	7 "	White	18
Wedge Buoy	7 "	Red	19
Pan Patch	7 "	White	20
Pansand Beacon Buoy	10 "	Red, with staff and vane	Name on it.
South Knoll	7 "	Black	21
West Pansand Buoy	7 "	White	22
North Knoll	7 "	Red and white striped	Name on it.
Girdler Buoy	7 "	Black	23
Shivering Sand Buoy	8 "	Black & white striped, with staff and vane	24
Knob	7 "	Red	25
Spile	7 "	Black	28
Middle Ground	7 "	Black & white chequered	Name on it.
West Spaniard	7 "	White	29
Gillman	6 "	Red	30
East Spaniard	7 "	Black	31
Columbine	6 "	Red	Name on it.
Spell Buoy	6 "	White	32
Woolpack	6 "	Red	33
West Last	6 "	Black	34
Hook Last	6 "	Do.	35
East Last	6 "	Do.	36
Seam	6 "	Do.	37
Hook, Margate Sand	6 "	White, with a black cross on large end	38
Gore Patch	7 "	Black & white chequered, with staff and vane	Name on it.
Horse	6 "	Red	Do.
Cant Knoll	7 "	White	"Cant" on it.
Sheerness Middle	6 "	Black	"Middle Ground" on it.
Redsand	7 "	Red	Name on it.
Wreck in the Downs (2d)	7 "	Red	"Wreck" on it.
Wreck off Dover	7 "	Black	Do.

Total 36
Brought forward 39

Grand Total 75

ACCOUNT *of the Number of* Almshouses *provided by the Trinity-House of Deptford-Strond, for the Residence of old and decayed Masters of Merchant Ships, and their Wives or Widows, and of old and decayed Pilots; shewing how many have been built within the last Seven Years, and the whole annual Expence of all the Houses, including the annual Allowances to the Inhabitants.*

The total number of almshouses at present provided and maintained is	144*
The annual expence of maintaining which, including pensions and allowances to the almspeople resident therein, amounts to	£8,000 0 0

	Number of Almshouses.	
* At Deptford there are of almshouses, built many years since, and inhabited by old decayed masters and widows	82	
At Mile-End do.	34	
		116
Of which there have been built within the last seven years, for decayed pilots, their wives and widows, at Mile-End	10	
Additional do. for decayed masters	8	
For ancient widows and daughters of decayed masters, relieved under Mrs. Mary Grigg's legacy	10	
Total newly built almshouses ..	28	
		28
Total number of all the almshouses..		144

The

The Number of Persons receiving PENSIONS *from the Trinity-House, being old and decayed Mariners, or the Wives, Widows, or Children of such; shewing the Increase thereof within the last Fifteen Years.*

	Number.
In 1815	7,012
1800	3,682
Increase	3,330

Exclusive of the allowances to prisoners of war in France.

ACCOUNT *of Monies expended by the Corporation of Trinity-House of Deptford-Strond, out of their Surplus Revenues, in the Improvement of Lights, the Erection and Establishing of new Light-Houses and Floating Lights, and for the Repair and Preservation of Sea-Marks; from* 1790 *to* 1816.

		£.	s.	d.
1790.	For the improvement of Portland lights, by putting up two lanthorns, with the then new-invented Argand lamps and reflectors	2,000	0	0
—	For the establishing of the Owers light-vessel	4,500	0	0
—	Haisbro' lights, erection of .....cost	5,500	0	0
—	Do. Floating do. .....cost	4,500	0	0
1792.	Foulness light improved and converted to an oil light, with lamps and reflectors	2,000	0	0
1795.	Goodwin light-vessel established, cost	5,000	0	0
1797. 1801.	Sunk light-vessel do. .....cost	5,000	0	0
1797.	Milford lights improved at the expence of the Corporation (14 years being unexpired of the lease) by an advance out of their funds, in order that navigation might have the benefit of an improved light without delay	2,600	0	0
	Carried forward....	£31,100	0	0

ACCOUNT *of the Number of* Almshouses *provided by the Trinity-House of Deptford-Strond, for the Residence of old and decayed Masters of Merchant Ships, and their Wives or Widows, and of old and decayed Pilots; shewing how many have been built within the last Seven Years, and the whole annual Expence of all the Houses, including the annual Allowances to the Inhabitants.*

The total number of almshouses at present provided and maintained is		144*
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For ancient widows and daughters of decayed masters, relieved under Mrs. Mary Grigg's legacy	10	
Total newly built almshouses ..	28	28
Total number of all the almshouses..		144

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	Carried forward....	£31,100	0	0

1775 to 1777..... Earl of Rochford,
1777 „ 1782..... Earl of Sandwich,
1782 „ 1786..... Viscount Keppel,
1786 „ 1790..... Sir George Pocock,
1790 „ 1806 . . . Right Honourable William Pitt,
1806 „ 1807..... Earl Spencer,
1807 „ 1809..... Duke of Portland,
1809 „ 1816..... Marquis Camden,
1816..... Earl of Liverpool.

DEPUTY-MASTERS.

1685 to 1687 .... Captain John Hill,
1687..... Captain Robert Fisher,
1688 to 1691..... Captain Henry Mudd,
1691 & 1692..... Captain Ralph Sanderson,
1693 „ 1694..... Captain Samuel Butler,
1695 „ 1696..... Captain George Phenny,
1697 „ 1698..... Sir Mathew Andrews,
1699 to 1701..... Captain Henry Risbe,
1702 „ 1705..... Captain John Bromwell,
1706..... Captain Samuel Atkinson,
1706 to 1711..... Captain James Conway,
1711 „ 1719..... Captain John Hazlewood,
1719 „ 1721..... Captain Robert Sandes,
1721 „ 1729 .... Captain Thomas Harlow,
1729 „ 1740..... Captain John Werry,
1740 „ 1749..... Captain Richard Stratton,
1749 „ 1762..... Captain William Clarke,
1762 „ 1775..... Captain M. W. Conway,
1775 „ 1783..... Sir William James, Bart.
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1785 & 1786..... Captain Michael James,
1786 to 1795..... Captain Hector Rose,
1795 „ 1803..... Sir Robert Preston, Bart.
1803 ..... Captain Joseph Cotton.

By some remains of glass that constituted part of the window in the ancient hall at Deptford, containing the arms and names, with the dates of the years, there appears an authentic record, although none other exists, of several Masters and Wardens that held offices under the charter of Henry VIII.

1570. Captain William Lawson, Master.
Captain John Doyier.
Captain James Ruddam.
Captain Henry Churche.
1572. Captain C. G.
Captain Nicholas Fishborne, Warden.
Captain John Brolling.
Captain John Dyer.
1573. Captain William Thomas, Warden.
1581. Captain W. B. Warden, Master in 1585.
1587. Captain D. B. R. C. Master.
Captain W. Harris, Warden.
1588. Captain Roball Simon, Master.
1615. Captain Robert Chester, Master.
1617. Captain Robert Salmon, Master.
1624. Captain Christopher, Warden.
1629. Captain Walter Cook, Master.
1635. Captain John Totter, Master.
1637. Captain Anthony Fulcher, Master.
1638. Captain William Goodlad, Master.
Captain Michael Edmonds, Master.

PARTICULARS COLLECTED FROM SOME ANCIENT DOCUMENTS, AND REMARKS OF FORMER BRETHREN.

In 1679, the mooring chains in the river were proposed to be put under the management of the Corporation, who declined to accept the charge, as the management of them was at a subseqpent period, when they were bought by Government, in or about the year 1800.

In 1684, the revenue arising from buoyage and beaconage in the Thames amounted to, annually..... £1174

ACCOUNT *of the Disposal of the* Balances *of Surplus Rates of Pilotage, stated in the Accounts that have been annually presented to the Honourable House of Commons, pursuant to the Pilots' Act,* 52 Geo. III. *c.* 39.

The Balances (as stated in the several accounts) are in amount as follow, viz.—

1st Account, from the 1st October 1808, to the 31st December 1809	£610	7	3
2d Ditto, from 1st January to 31st December 1810	12,310	18	11
3d Ditto, from 1st January to 31st December 1811	7,581	7	6
4th Ditto, from 1st January to 31st December 1812	5,441	14	5
5th Ditto, from 1st January to 31st December 1813	3,250	1	8
6th Ditto, from 1st January to 31st December 1814	4,434	16	6
7th Ditto, from 1st January to 31st December 1815	6,412	7	10
	£40,041	14	1

Laid out in the purchase of £50,000, 4 ℔ cent. consols, constituting the present Pilotage Fund	£38,720	0	0
Balance of cash remaining on 31st December 1815, to be applied as directed by the Act, in payment of pensions to decayed pilots, and in the erection and endowment of almshouses for them; of which ten additional ones are now begun, and in progress of erection	1,321	14	1
	£40,041	14	1

ADDITIONS

ADDITIONS *made to the Trinity-House* Pension List, *from* 1800 *to* 1816.

		℔ *Annum.* £.	s.	d.
6 March 1800—	Yearly pensioners transferred to the M°. List, amounting to, ℔ Annum.....	700	0	0
4 Decem. 1800—	£100 ℔ Annum added to each of the M°. Books, amounting (including wives) to . ..	1,200	0	0
4 June 1801—	A like addition made.....	1,200	0	0
——— 1804—	Block ship bounty established	200	0	0
- Decem. 1805—	Trafalgar bounty do.	300	0	0
6 March 1806—	£100 ℔ Annum added to Ea. M°. Book.....	1,200	0	0
2 July 1807—	Addition to alms-people pension	430	0	0
- March 1808—	Pensions to eight additional alms-people, in eight new almshouses now built.....	400	0	0
2 August 1810—	£100 ℔ Annum, added as before to the M°. Books ..	1,200	0	0
- Decem. 1811—	£100 do. do.	1,200	0	0
- Febr. 1815—	£100 do. do.	1,200	0	0
- March 1816—	£100 do. do.	1,200	0	0
——— 1815—	Pensions to children under 12,	1,500	0	0
Total added to the Pension List, ℔ Annum, since 1800		£11,930	0	0

In 1812—Wives of prisoners of war (temporary) £800 ℔ Annum.

ACCOUNT *of the* Income *arising to the Trinity-House of Deptford-Strond, from the Duties of Lights, Buoys, and Beacons, in the Three last Years (*1813, 1814, *and* 1815*); shewing the gross and net Receipt, with the Poundage* allowed to the Receivers for collecting the same.*

Years.	*Gross Amount of the Collections at all the Ports.*	*Poundage deducted.*	*Net Receipt.*
	£. s. d.	£. s. d.	£. s. d.
1813..	69,400 0 0	7,464 0 0	61,754 0 0
1814..	83,759 0 0	9,066 0 0	74,693 0 0
1815..	96,571 0 0	9,901 0 0	86,670 0 0

N.B.—It is to be observed, that the above collections were much increased during the war (particularly the latter years of it) by so great and unusual a number of foreign ships being employed in the trade between this country and the Continent, but which has now ceased, and is not likely to recur again.

* The poundage allowed to the collectors (of which three are seventy at London and the out-ports) varies from 1s. to 1s. 6d.—2s.—2s. 6d.—3s.—3s. 4d. to 4s. in the pound, according to the gross amount of the collection at each port, and other circumstances; but 4s. is the utmost allowed at any, even where the emolument it yields is under £10 a-year, as is the case at many of the ports.

Trinity-House, London,
27th May 1816.

Js. COURT, *Secretary.*

2.

ACCOUNTS

RELATING TO THE

TRINITY-HOUSE, DEPTFORD-STROND.

Ordered, by the House of Commons, to be printed, 25th June 1816.

An ACCOUNT of the Dates and the Amount of the several Sums of Money laid out by the Corporation of Trinity-House in the Purchase of £50,000 £4 per Cent. Consols, constituting the present Pilotage Fund.

Date of Purchase.		*Sums laid out.*			*Capital Stock Purchased.*		
		£	s.	d.	£	s.	d.
1811.	August	16,175	0	0	20,000	0	0
1812.	November	5,950	0	0	8,000	0	0
1814.	September	3,255	0	0	4,000	0	0
1815.	May	5,740	0	0	8,000	0	0
—	November	2,995	0	0	4,000	0	0
1816.	May	4,605	0	0	6,000	0	0
	Total	£38,720	0	0	£50,000	0	0

Js. COURT, *Sec.*

Trinity-House, London, 14th June 1816.

N. B.—The Dividends accruing on the above stock are carried to the general account of the fund, to be applied as directed by the act.

An ACCOUNT of the GROSS REVENUES *of the* CORPORATION *of*
guishing the GROSS RECEIPTS *of each of their several*

HEADS OF REVENUE.	1805.			1806.			1807.			1808.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Gross Receipts of the Ballastage.....	32,694	6	5	29,294	13	11	26,356	7	8	22,232	9	7
Do. of Buoyage and Beaconage.....	6,426	16	5	6,638	13	1	5,961	4	3	6,586	11	9
Rents of Estates on Lease	816	17	11	820	5	4	891	0	10	685	0	4
Dividends of Stock in Public Funds	2,156	17	2	2,116	10	4	2,197	14	8	2,691	17	3
Benefactions of Elder Brethren.....	67	10	0	135	0	0	239	17	3	67	10	0
Gross Receipt of Lights at Lowestoft	1,114	8	5	1,144	9	9	1,057	4	8	1,141	6	5
— Foulness.....	2,269	12	11	2,274	3	5	2,111	7	8	2,168	5	2
— Haisbro' Shore	3,110	19	9	3,045	3	5	2,883	6	0	2,583	11	2
— Do. Floating...	3,197	9	0	3,045	3	5	2,883	6	0	2,583	11	2
— Well.....	4,997	3	10	5,098	9	1	4,687	7	3	4,706	14	4
— Scilly	2,924	14	3	3,808	7	10	3,160	19	11	3,226	9	0
— Caskets.....	2,888	4	8	3,470	19	1	3,289	1	3	2,961	3	10
— Portland	2,951	3	3	3,542	4	5	3,355	13	0	3,055	10	6
— Needles	3,022	7	7	3,580	4	0	3,353	19	5	3,129	17	7
— Owers.....	3,057	19	11	3,586	4	0	3,365	11	10	2,964	11	9
— Nore.....	1,727	13	9	1,729	8	8	1,670	1	5	1,679	16	9
— Eddystone.....	100	0	0	100	0	0	.....			6,641	0	5
— Flambro'.....	.....			.....			2,608	17	2	3,288	0	2
— South Stack....	.....			.....			.....			.....		
— Milford.....	140	0	0	140	0	0	140	0	0	140	0	0
— Lizard.....	80	0	0	80	0	0	80	0	0	80	0	0
— Goodwin.....	3,314	7	3	3,981	9	11	3,639	14	6	3,213	18	0
— Sunk.....	4,319	4	7	4,352	1	7	4,073	4	5	3,785	8	2
Rents of Lights, &c. on Lease.....	128	5	0	128	5	0	128	5	0	128	5	0
TOTAL.....	81,506	2	1	82,111	16	3	78,134	4	2	79,740	18	4

Trinity-House, London, 20th June 1816.

TRINITY-HOUSE, *distinguishing the several Heads thereof, and also distin-*
LIGHT-HOUSES, *from* 1805 *to* 1815, *both years inclusive.*

1809.	1810.	1811.	1812.	1813.	1814.	1815
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£
28,573 13 1	38,474 3 1	31,458 12 8	26,276 15 4	24,916 2 1	25,037 0 7	26,436
6,492 5 0	7,929 12 0	7,868 15 3	6,748 11 9	6,887 17 1	7,357 2 2	7,737
449 13 5	216 10 1	2,120 8 9	1,027 2 8	630 7 9	1,777 18 1	2,284 1
1,539 0 0	1,120 10 0	2,781 0 0	2,565 0 0	2,629 10 0	2,610 0 0	2,925
315 0 0	.....	.....	.....	.....	.....	202 1
1,038 5 8	1,244 18 8	1,280 5 1	1,209 3 10	1,098 18 8	1,194 1 0	1,789 1
2,046 9 3	2,695 18 11	2,618 14 9	2,394 19 1	2,247 4 2	2,395 6 6	2,789 1
2,684 8 9	3,636 18 8	3,254 12 7	2,851 12 9	2,751 7 8	3,113 3 10	3,749 1
2,684 18 9	3,636 18 8	3,254 12 7	2,851 12 9	2,751 7 8	3,113 3 10	3,749 1
4,413 9	5,791 13 10	5,514 15 7	5,191 17 10	4,984 19 1	5,310 19 8	6,327
3,476 11 1	4,614 4 0	3,757 8 5	3,771 9 5	3,667 12 9	4,238 17 3	4,320 1
3,131 0 1	3,947 5 3	3,374 5 9	3,315 4 4	3,192 10 9	3,633 19 5	3,670
3,196 8 10	4,024 6 0	3,449 10 7	3,392 14 5	3,243 10 9	3,705 0 3	3,743 1
3,226 5 7	4,027 18	3,471 5 6	3,410 12 2	3,228 6 6	3,706 15 4	3,750
2,995 1 1	3,762 0 9	3,492 3 7	2,970 5 5	2,868 7 8	3,372 12 6	3,849 1
1,736 17 10	2,415 8 8	2,187 12 3	1,837 19 2	1,858 9 11	1,927 6 4	2,137 1
6,332 11 10	8,129 7 8	6,722 13 4	6,628 1 2	6,399 14 6	7,740 9 7	7,589
3,236 5 2	5,108 8 4	4,802 16 11	3,897 5 2	3,661 2 0	3,844 15 11	4,828
3,556 7 4	6,278 0 10	5,842 5 9	4,964 5 4	4,291 5 8	5,435 13 8	6,866 1
140 0 0	140 0 0	140 0 0	140 0 0	1,528 11 3	5,376 13 5	6,451 1
80 0 0	80 0 0	60 0 0	.....	....	1,402 0 9	3,842
3,268 15 9	4,573 17 2	3,627 19 1	3,347 12 5	3,418 5 11	3,749 13 5	4,418
3,704 18 10	5,281 10 10	4,698 4 10	3,869 9 5	3,674 8 0	4,075 5 2	5,056 1
128 5 0	128 5 0	128 5 0	128 5 0	128 5 0	128 5 0	128
88,447 2 6	117,258 6 7	105,906 8 3	92,789 19 5	90,058 4 10	104,246 3 8	118,646 1

J^a. COURT, *Secreta*

An ACCOUNT *of the Amount of Balances of Money in the hands of the Treasurer of the Corporation of Trinity-House on the 31st December of each Year, for the last Ten Years, distinct from those arising out of the Charge of Surplus Pilotage; and an Account also of such Sums of Money as may have been invested in the Public Funds, arising from such Balances, with the Dates of such Investments.*

Years.	*Balances in hand on 31st December.*			*Sums invested, arising from such balances.*
	£.	*s.*	*d.*	
1806. Dec. 31.....	1,388	19	2	—
1807.....	1,597	6	6	—
1808.....	239	5	4	—
1809.....	637	14	6	—
1810.....	8,148	3	10	£6,525, part of this Sum, was invested in £10,000 3 per Cent. Consols, in March 1811.
1811.....	1,449	1	2	—
1812.....	3,464	10	5	—
1813.....	1,462	17	6	—
1814.....	1,348	19	11	—
1815.....	2,338	4	5	—

J. COURT, *Secretary.*

Trinity-House, London, 26th June 1816.

An

An ACCOUNT *of the Names of the several Parishes and Counties, and the Number of Persons in each receiving* PENSIONS, *during the last Year, from the* TRINITY-HOUSE.—[*N. B. The Parishes in which the Pensioners reside being generally unknown, particularly in the Country List, the Names of the Towns or Villages only (for the most part) can be given.*]

Counties.	*Parishes or places.*	*Nos.*
NORTHUMBERLAND.		
	Berwick	25
	Haggerston	1
	Holy Island	1
	Alnwick	1
	Cresswell	17
	Newbiggen	14
	Woodhorn	9
	Seaton	8
	Blyth	35
	Earsdon	13
	Cullercoats	33
	Shields	343
	Tynemouth	52
	Easington	4
	Newcastle	26
Total in Northumberland		582
DURHAM.		
	Gateshead	1
	Sunderland	128
	Durham	12
	Hartlepool	1
	Stockton	36
	Lofthouse	29
	Bedlington	3
Total in Durham		210

Counties.	*Parishes or places.*	*Nos.*
YORKSHIRE.		
	Yarm	2
	Redcar	35
	Marsk	7
	Skelton	8
	Guisbro'	27
	Runswick	43
	Lyth	16
	Sandsend	10
	Ruswarp	1
	Whitby	426
	Filingdales	1
	Robin Hood's Bay	24
	Scarbro'	109
	Flambro'	2
	Bridlington	21
	Hull	11
	Staiths	172
	Hinderwell	35
	York	16
	Skinningrove	18
	Pickering	1
	Stokesley	1
	Coatham	9
	Boltby	1
	Thorp	1
	Beverley	2
	Sheffield	2
Total in Yorkshire		1,001

Counties.	*Parishes or places.*	*Nos.*
LINCOLN.		
	Boston	2
	Kirton	1
	Lincoln	1
Total in Lincolnshire		4
NORFOLK.		
	Lynn	27
	Burnham	2
	Wells	26
	Blakeney	2
	Cromer	1
	Mundesley	1
	Yarmouth	141
	Gorlestone	20
	Corton	3
	Middleton	1
	Brancaster	1
	Winterton	1
	Norwich	1
	West Dereham	1
Total in Norfolk		228
SUFFOLK.		
	Lowestoft	26
	Pakefield	4
	Southwold	8
	Dunwich	2
	Aldbro'	7
	Woodbridge	9
	Ipswich	73
	Eason	3
	Mendlesham	1
	Walton	1
Total in Suffolk		134

Counties.	*Parishes or places.*	*Nos.*
ESSEX.		
	Laytonstone	2
	Ingatestone	1
	Harlow	1
	Chigwell	1
	Manningtree	9
	Harwich	4
	Colchester	8
	Wivenhoe	2
	Mersea	2
	Maldon	1
	Bradwell	1
	Burnham	1
	Great Easton	2
	Braintree	1
	Dagenham	2
	Leigh	1
	Prittlewell	1
	Missley	6
	West Thurrock	1
	Barking	1
	Plaistow	1
	Stratford	5
	Walthamstow	1
	East Ham	1
Total in Essex		56
KENT.		
	Woolwich	8
	Northfleet	7
	Gravesend	17
	Chatham	12
	Milton	3
	Margate	13
	Broadstairs	33
	Ramsgate	41
	Sandwich	13
	Deal	4
	Dover	27
	Folkstone	

Counties.	Parishes or places.	Nos.
KENT—*continued.*		
	Folkstone	8
	Sheerness	2
	St. Peter's	8
	Greenhithe	8
	Maidstone	4
	Birchington	1
	Tunbridge	1
	Eltham	1
	Lewisham	4
	Wrotham	1
	Deptford	171
	Greenwich	148
Total in Kent		528
SUSSEX.		
	Rye	7
	Newhaven	4
	Brighton	48
	Shoreham	8
	Little Hampton	3
	Bognor	1
	Chichester	1
	Emsworth	3
	Bosham	1
	Arundel	2
Total in Sussex		78
HAMPSHIRE.		
	Portsmouth	14
	Gosport	5
	Southampton	22
	Milbrook	1
	Fawley	6
	Lymington	72

Counties.	Parishes or places.	Nos.
HAMPSHIRE—*continued.*		
	Christchurch	2
	Hamble	8
	Wick	2
	Langstone	1
	Basingstoke	2
	Cowes	4
	Ryde	7
	Newport	5
	Yarmouth	19
Total in Hampshire		170
DORSETSHIRE.		
	Poole	23
	Wemborn	2
	Melcomb	2
	Weymouth	48
	Portland	2
	Lyme	1
	Bradstock	1
	Ridapole	1
	Chickerel	3
	Market Marsh	1
Total in Dorsetshire		84
DEVONSHIRE.		
	Sidmouth	15
	Otterton	1
	Exmouth	12
	Budleigh	1
	Lympstone	4
	Woodberry	1
	Topsham	15
	Exeter	3
	Powderham	5

Dawlish

Counties.	*Parishes or places.*	*Nos.*
DEVONSHIRE—*continued.*		
	Dawlish	20
	Shalldon	1
	Newton	8
	Torquay	26
	Ipplepen	6
	Cockington	1
	Brixham	6
	Dartmouth	43
	Plymouth	12
	Plymstock	3
	Stonehouse	3
	St. Nicholas	5
	Abbotskerwell	1
	Kingkerwell	1
	Heanton Punchardon	2
	Clovelly	24
	Littleham	1
	Bideford	21
	Appledore	18
	Barnstaple	10
	Marwood	1
	Braunton	4
	Ilfracombe	67
	Comb Martin	7
	Northam	18
	Chudleigh	2
	Kingsbridge	1
	Kenton	1
	Tormoham	10
	Crediton	2
	Linton	2
	Oakhampton	1
	St. Kerrion	1
	Chilson	2
	Totness	1
	North Moulton	2
	Ugborough	1
	Salcombe	1
	Modbury	1
	Teignmouth	35
	Molland	1
Total in Devonshire		430
CORNWALL.		
	St. Germains	1
	Looe	1
	Fowey	1
	St. Mawes	2
	Truro	1
	Penryn	1
	Falmouth	9
	Penzance	3
	St. Ives	9
	Scilly	1
	Philack	1
	St. Gluvian's	1
Total in Cornwall		31
SOMERSETSHIRE.		
	Minehead	1
	Bath	3
	Taunton	4
	Trent	2
Total in Somersetshire		10
GLOUCESTERSHIRE.		
	Bristol	14
	Gloucester	3
	Newnham	2

Elderton

Counties.	Parishes or places.	Nos.
	Elderton	2
	Bitton	2
Total in Gloucestershire		23
MONMOUTHSHIRE.		
	Chepstow	1
	Newport	1
	Monmouth	1
	Abergavenny	1
Total in Monmouthshire		4
GLAMORGANSHIRE.		
	Swanzea	28
Total in Glamorganshire		28
CAERMARTHENSHIRE.		
	Caermarthen	10
	Llanstephen	2
Total in Caermarthenshire		12
PEMBROKESHIRE.		
	Tenby	11
	Freshwater	1
	Pembroke	7
	Langham	2
	Milford	6
	Hubberstone	1
	Dale	4
	Haverfordwest	12
	St. David's	3
PEMBROKESHIRE—*continued.*		
	Fishguard	44
	Llanunda	4
	Dinas	4
	Newport	8
	Begelly	1
	Angle	1
	Jefferson	1
Total in Pembrokeshire.		110
CARDIGANSHIRE.		
	Cardigan	12
	Aberarch	3
	Aberystwyth	11
Total in Cardiganshire		26
MERIONETHSHIRE.		
	Aberdovey	1
	Barmouth	32
	Dolgelly	6
	Llanfair	1
Total in Merionethshire		40
CAERNARVONSHIRE.		
	Llanaber	2
	Pulheli	3
	Caernarvon	27
	Aberconway	4
	Bangor	1
	Nefyn	1
Total in Caernarvonshire		38

ISLE

Counties.	Parishes or places.	Nos.
ISLE OF ANGLESEA.		
	Beaumaris	1
Total in Anglesea		1
CHESHIRE.		
	Chester	4
	Stockport	1
	Duckingfield	1
Total in Cheshire		6
LANCASHIRE.		
	Manchester	3
	Liverpool	16
	Lancashire	2
Total in Lancashire		21
CUMBERLAND.		
	Whitehaven	17
	Harrington	16
	Workington	110
	Seaton	7
	Flimby	8
	Maryport	123
	Allonby	25
	Skin Burness	2
	Bowness	1
	Dissington	2
	St. Bees	1
	Ellenborough	1
	Cockermouth	1
	Broughton	1
Total in Cumberland		315
WESTMORLAND.		
	Kirby Lonsdale	1
Total in Westmorland		1
WORCESTERSHIRE.		
	Worcester	1
	Kidderminster	2
Total in Worcestershire		3
WARWICKSHIRE.		
	Birmingham	6
Total in Warwickshire		6
SALOP.		
	Colebrook	1
Total in Shropshire		1
BERKS.		
	Newbury	1
	Reading	1
Total in Berkshire		2
NORTHAMPTONSHIRE.		
	Northampton	1
Total in Northamptonshire		1

Counties.	Parishes or places.	Nos.
WILTS.		
	Salisbury	1
Total in Wiltshire.....		1
MIDDLESEX.		
	Bow	8
	Shoreditch.....	31
	Limehouse	116
	Shadwell.....	246
	Wapping	248
	St. George's East	351
	St. Catherine's	20
	Stepney.....	398
	Whitechapel	118
	St. Dunstan's East ...	19
	Bishopsgate	39
	Clerkenwell	23
	St. Giles.....	10
	St. Andrew Holborn .	27
	St. Mathew Bethnal Gr.	70
	Mary-la-Bonne.....	25
	St. Clement Danes ..	17
	St. Martin's in the Fields	1
	Bloomsbury	6
	St. Luke's.....	12
	Pancras	13
	Hackney.....	18
	Islington.....	17
	Spitalfields	33
	St. Paul's Covent Gard.	16
	Westminster.....	15
	Aldgate	20
	St. Ann's Blackfriars .	2
	Cripplegate	10
	St. Ann's Soho.....	2
	Hampstead.....	1
	Chiswick	2
	Brompton	1
	Chelsea	7
	Bromley.....	4

Counites.	Parishes or places.	Nos.
MIDDLESEX—*continued.*		
	Hampton.....	4
	Stanmore	1
	Fulham	1
	Edmonton	1
	Twickenham	1
	Teddington.....	2
	Brentford	3
Total in Middlesex ..		1,959
SURREY.		
	Southwark	77
	St. John's Horslydown	79
	Bermondsey 122	
	St. Mary Rotherhithe	293
	St. George's Southwark	6
	St. Mary Lambeth ...	56
	St. Olave's.....	21
	St. Mary Newington .	37
	St. Giles Camberwell .	6
	Christchurch	17
	Putney	1
	Croydon.....	2
	Clapham.....	1
	Mortlake	1
	Peckham	5
	Richmond	1
	Battersea	1
	Tooting	5
Total in Surrey		731
SCOTLAND.		
	Aberdeen	4
	Peterhead	2
	Kincairn.....	1
	St. Andrew's.....	2

Arbroath

Counties.	Parishes or places.	Nos.
SCOTLAND—*continued.*		
	Arbroath	7
	Kinross	1
	Leigh	4
	Cromartie	5
	Dunbar	6
	Montrose	31
	Stromness	1
	Sutherland	3
	Newburgh	2
	Nigg	1
	Glasgow	1
	Fraserburgh	3
	Edinburgh	6
	Anstruther	1
	Carnegie Hill	1
	Leith	10
	Lerwick	5
	Dundee	5
	Dysart	1
	Gardinson	1
	Ayton	1
	Shetland	14
	Orkneys	2
Total in Scotland		121
IRELAND.		
	Dublin	1
	Cork	4
	Kilkenny	2
Total in Ireland		7
JERSEY		9

J^n. COURT, *Secretary.*

Trinity-House, London, 24th June 1816.

THE multitude of destitute seamen in and about London, independent of those in the outports, gave rise to an association for their relief, in the year 1817-18; and to open a still farther means of maintenance and support, the Corporation revised the rules for admission to their almshouses and pension list; and, to afford them the priority of consideration to share the funds of the Trinity-House, so as to embrace

brace the cases of all such as might become destitute, have adopted the following

RULES

FOR THE ADMISSION OF OBJECTS TO THE MONTHLY PENSION LIST OF THE CORPORATION OF TRINITY-HOUSE OF DEPTFORD-STROND.

1*st*.—That none be eligible but poor decayed merchant-seamen and their widows, in indigent circumstances, who are incapable of labour, and whose relations are either not disposed, or have not the means to provide wholly for them:—and that the limitation of annual income, rendering ineligible to come on the pension list, to be for each class, as follows, and none to be put on, or *continued* on the books, who either *possess* or *succeed* to an income exceeding the amounts specified, derived from any source, public or private, whatever, viz.

Seamen (or their widows) £10 a-year.
Petty officers (ditto) ....£15 ditto.
Mates .....(ditto) ....£20 ditto.
Masters.....(ditto) ....£25 ditto.

2*d*.—That such seamen be eligible at 50 years of age, and not under that age, unless in cases when they have lost a limb, or received any wound or hurt, or are afflicted with blindness, or any particular infirmity.

3*d*.—Such seamen dying while on the pension list, and leaving widows who are eligible under the following regulations, are to be succeeded by their widows, and with such children as they may have under twelve years of age.

4*th*.—That widows be eligible at 50 years of age, but not under that age, unless they have children under twelve.

5*th*.—That widows having children be eligible—

With one child (under twelve), at 45 years of age;
With two children (under twelve), at 35 years of age;
With three children (under twelve), at 30 years of age;
With more than three (under twelve), at any age.

6*th*.

6*th.*—That the children of *widows* and *widowers* only be admitted in future:—No child with *both* parents living (though not *both* its *own*), to be eligible.

7*th.*—That in placing applicants on the pension list, the preference be given to men:—And that in no case more than one woman to two men pensioners be put on any book in future.

8*th.*—That the objects do produce a petition (according to the printed form), setting forth their age, habitation, present occupation (if any), and the circumstances of their family, &c. and those of widows the time of their husband's decease.

9*th.*—That they produce a certificate of their age, and of the ages of any children under which they claim; and widows a certificate of their marriage.

10*th.*—That they produce a certificate, signed by the owner or master, or mate of the ship in which they served in their *highest* station at sea (or otherwise authenticated, as per form), of their having actually served in such station, with the name of the vessel, on what voyage, and at what time:—And widows the same for their deceased husband's service.

11*th.*—That they also produce a certificate, signed by two respectable persons (at least), of which one to be the minister or churchwarden of the parish wherein they reside, and the other a Younger Brother, or other maritime person, well known as such to the Elder Brother presenting the petition, as to the truth of what is therein stated, as per form annexed to the petition.

12*th.*—That such as receive any pension or allowance whatever from any other public charity or company, do produce a certificate, under the hand of the secretary, or other proper officer of such institution, as to the amount of the pension or allowance so received by them.

13*th.*—No in-pensioner of Greenwich Hospital, or any other public charity, hospital, or establishment whatever, to be admissible, nor any who are permanently fixed and maintained in parish workhouses or poorhouses:—And all those who are now so fixed in parish workhouses or poorhouses, in Greenwich Hospital, or any other charitable establishment, to be immediately struck off the books.

No. VIII.

AN ACCOUNT

OF THE STATE OF THE MONTHLY PAY-BOOKS IN OCTOBER 1740, WITH THE NUMBER OF PENSIONERS, AND BY WHOM PAID.

Captains.	*Districts.*	*No.*	*Per Month.*
Werry and Conway....	Southwark....	234..	£47 6 0
Hardy, Molloy, and Dun	Deptford.....	166..	71 12 0
Robinson and Losance..	Wapping.....	188..	35 10 0
Clare and Chapman.....	Shadwell.....	176..	33 14 0
Stratton and Wilkins....	St. Catherine's.	166 .	32 17 6
Hanson and Winter....	Ratcliff.....	157..	29 12 6
Redman and Kettle.....	Limehouse	125..	22 3 0
Martin and Clark.....	Mile End	34..	29 1 0
Paid at the Trinity-House Outport		99..	25 11 6
		1345	£327 7 6

Exclusive of the poor that were annual pensioners, pilots, and their widows.

ACCOUNT IN 1818 OF THE NUMBER OF PENSIONERS ON EACH BOOK; ALSO THE NUMBER ADMITTED PER ORDER OF COURT, ON SPECIAL OCCASIONS, UNDER THE SEVERAL DESIGNATIONS, AS BELOW:—

Captains.	*Districts.*	*No.*	*Per Month.*
Woolmore and Burrows.	Southwark....	582.	£132 2 0
Reed and Lewin.....	Deptford.....	654..	155 15 6
Cresswell and Chapman.	Wapping.....	736..	181 19 0
Carry forward....		1972	£469 16 6

Captains.	*Districts.*	*No.*	*Per Month.*		
	Brought forward....	1972	£469	16	6
King and Robinson....	Shadwell.....	545..	139	5	6
Cotton and Chapman...	St. Catherine's.	776..	191	16	6
Carter and Gooch.....	Ratcliff.....	627..	143	4	6
Morton and Brown....	Limehouse....	518..	131	5	0
Wilson and Money.....	Rotherhithe...	564..	133	0	0
Other books as below, & the outport.		984. 2022..	550	0	0
		7024	£1758	8	0

Exclusive of the inhabitants of 165 almshouses, and the children taken upon the books since 1815.

Casualty book for seamen on board the floating-light vessels, and widows of seamen and fishermen lost in storms..	246
For decayed pilots and their widows	271
For wives and widows of prisoners of war	421
For seamen and widows of seamen slain in battle in the great naval actions of last war	414
For widows of men lost in the St. George, Defence, and Saldanha	36
For the annual pensioners, of whom remain	218
For seamen and their widows, who served on board the frigates in the Hope, for the defence of the river, &c.	84
	1690

Which numbers are progressively decreasing.

No. IX.

RETURN OF THE MODE OF ELECTION

ADOPTED BY THE ELDER BRETHREN OF THE TRINITY-HOUSE, ON ADMITTING PENSIONERS TO THE BENEFIT OF THE FUNDS OF THE CORPORATION APPLICABLE TO CHARITABLE PURPOSES.

Ordered, by the House of Commons, to be printed, 23d June 1817.

The Corporation of Trinity-House, in obedience to the order of the Honourable House of Commons, to lay before them—" A Return of the Mode of Election adopted by the Elder Brethren of the Trinity-House, on admitting Pensioners to the benefit of the funds of the Corporation applicable to charitable purposes," —are desirous of giving the Honourable House the fullest information in their power, in order to which it will be necessary to enter into some detail.

THERE is no trace in the records of the Corporation when the present usage respecting the mode of the distribution of its funds, as applicable to charitable purposes, had commencement, the most ancient records of the Corporation having been burned, with their house in Water-lane, above a century past.

The origin of the charity appears to date prior to the

reign of King Henry the Eighth, at which period an association of maritime characters existed for the purposes of conducting ships and vessels belonging to the Crown, as well as all descriptions of merchant vessels, when they maintained their own poor, or those of the fellowship. But they were not incorporated until that reign. In the eighth year of it, a royal charter was granted, with very extensive authority over shipmen and mariners, with powers to make laws, ordinances, and statutes for the relief, increase, and augmentation of the shipping of the realm, and with authority to levy pains, subsidies, amerciaments, and forfeitures on offenders, &c. to enable them to perform, amongst other things, acts of piety or charity, as may be seen in the exemplification of that charter.

The act of the eighth of Queen Elizabeth recognizes the Corporation so constituted; and in the thirty-sixth year of her reign the Lord High Admiral surrendered to her Majesty the ballastage, buoyage, and beaconage, which appertained to his office, requesting her Majesty to confer them on the Trinity-House, which her Majesty did accordingly, granting those rights to the Master, Wardens, and Assistants, and their successors for ever, to use, exercise, execute, and enjoy, without any stipulation as to the appropriation of the revenue arising therefrom.

King Charles the Second, in the seventeenth year of his reign, did, notwithstanding, give the ballastage to Colonel Carlos; but upon the representation of the Trinity-House, his Majesty re-granted it to them, with a provision that the profits should go to the poor of the Corporation: and King James the Second, under whose charter the present constitution exists of thirty-one Elder Brethren, ratified to them all ancient dues, profits, &c. for the better maintenance and preservation of the Corporation, without any account to

be

be made or rendered; stipulating that the uses of the monies arising from fines, forfeitures, &c. shall be appropriated to charitable uses, as expressed in the said charter; with a protecting clause for the Corporation, manifesting the high confidence placed in them.

The Corporation have thus traced, as well as they are able, the funds which have been appropriated toward the support of the poor who had been in their own immediate employ, and of decayed seamen, their wives and widows, which, as the trade and navigation of the country became extended, multiplied beyond the means afforded.

In the beginning of the seventeenth century (1607 *à* 1609), the Corporation established three light-houses on the east coast of England, which augmented in a small degree these resources. Notwithstanding these benefits however to the Corporation, Queen Elizabeth granted to individuals the power of levying tolls for some light-houses, for their own immediate profit and benefit, which to this day remain in private hands; nor was it until the end of that century, and the commencement of the eighteenth, (1680 & seq.) that the Corporation were possessed of any light-houses from which a revenue was derivable to extend the principle of the charity.

Having thus explained the sources of the revenue derived from the public toward the relief of the poor, which have been greatly augmented during the last twenty years, from the influx of foreign vessels employed in the trade to this country, which paid double duties; it will appear, from the accounts laid before your Honourable House, in the last session of Parliament, what the increase has been, and how appropriated; but the continuance of such a revenue cannot be expected, because, even if the trade should revive to its former extent, its being carried on in British bottoms would necessarily occasion a considerable reduction.

The mode of election of the objects, and distribution of these funds, may be shortly explained, as follows:

All poor decayed merchant-seamen, wherever resident, in whatever port or place in the United Kingdom, together with their wives, widows, and children, are equally eligible for admission to the Trinity-House charity, being qualified, and having their qualifications certified, according to the rules and forms of admission and petition hereto annexed.

Petitions of objects, so qualified and certified, are presented to the Board by one of the Elder Brethren, and on being examined and approved by the Board, (which is certified by the Deputy-Master's signature on each petition), are numbered and entered by him, as presented on every Board day, in a book; thence are transferred to the general register of petitions, where they remain, until put on one of the monthly books, to receive the regulated pension, according to the station the party served in at sea.

The whole of the ordinary monthly pensioners are divided and distributed among eight distinct books, which are, for the convenience of the poor people's receiving their allowances as near home, and as frequently as may be, paid in eight distinct parishes or districts in and near the metropolis. Each of these eight books is under the care and superintendence of two of the Elder Brethren, who attend personally, and pay the pensioners residing in and near London their pensions, the first Monday in every second month, at the following places, viz.

St. Catherine's,	Limehouse,
Wapping,	Southwark,
Shadwell,	Rotherhithe,
Ratcliff,	Deptford.

The vacancies, as they occur in these books, by death or otherwise, are filled up by the two Elder Brethren who pay

pay each book, who select the objects from a list which is kept, and regularly filled up, of all petitions presented and recommended by them to the Board, from time to time, as before mentioned, being qualified according to the aforesaid rules, and previously approved by the Board.

The objects so selected may be either resident in London, or at any outports or places in the United Kingdom; there is no distinction or limitation in this respect.

When these books were first instituted, the greater part of the pensioners (then inconsiderable in number in comparison with what they are at present) were resident in the several parishes and places where the monthly books are paid; but at present the greater part on each monthly book is resident at the outports: but these have their pensions regularly remitted and paid to them, at their residences, twice or thrice in every year, by agents appointed for the purpose, but without any expence to the parties.

Besides these eight books, there is another paid at the Trinity-House, Tower-hill, the vacancies on which are reserved, and filled up with objects recommended generally by any of the Elder Brethren, or persons connected with or known to the Corporation.

There are also several other books, viz. the house-book, for decayed pilots, their wives and widows; one for the wounded seamen and their wives, and the widows of such killed in the several great naval battles of the last war, viz. of the 4th June 1794; St. Vincent's; the Nile; Camperdown; Trafalgar; Copenhagen; Algiers;—also for those lost in the St. George, Defence, Hero, &c. &c.; for decayed prisoners of war in France, their wives and widows; for decayed seamen employed in the block-ships stationed for defence of the Thames against invasion:—Also a casualty-book for poor fishermen or seamen, or others lost or dis-

abled by shipwreck or accident from storms in assisting ships in distress.

It is not possible the Brethren should have personal knowledge in all cases of the parties. They are taken up upon the testimony and recommendation of respectable characters, and generally selected according to their age, infirmities, or other circumstances that are represented by the parties recommending.

There is no exclusion of any port or place, or partiality intended toward any; although it may be supposed the Brother may be open to applications most, where he is best known: but where any substantial ground has occurred to call for a deviation from these general rules, the Corporation have invariably departed from them, as in the cases before mentioned of the wounded seamen in the several great naval actions of last war, their wives and children; the wives of prisoners of war; particular casualties by storms or accidents, &c.; and lastly, by taking sixty persons on the list at once from the port of Liverpool, on account of the representation of the distress of the seafaring class there, and in consideration that so few had ever before applied from thence.

These are the principles that have guided the corporation in their adoption of pensioners generally to partake of the charity.

The parties benefiting thereby, and their respective stated monthly allowances, are as follow, viz.

Masters of ships, 6s. per month, to them, their wives and widows, and 2s. for each child under 12 years of age.

Mates..... 4s. 6d. . ditto....ditto.
Boatswains, gunners, or carpenters . 4s. ....ditto....ditto.
Petty officers..... 3s. 6d. . ditto....ditto.
Seamen..... 3s. ....ditto....ditto.

And

And at the commencement of the year, each has a bounty of one month's additional pension, to meet the severity of the season.

There are besides, for the decayed masters and their wives and widows, 120 almshouses at Deptford and Mile End, with an allowance of two chaldrons of coals, and a suitable dress for each person. The single person, (whether man or woman) has 38s. per month, the married 60s. per month, and also an annual bounty of one month in January every year: and as it was found that medical assistance too much exhausted this stipend, a regular practitioner has been some time since engaged to attend the sick and infirm, and where surgical assistance is wanted, Sir William Blizard has uniformly rendered his experience and talent serviceable toward their relief.

There are both at Deptford and Mile End chapels for the pensioners, where divine service is regularly performed by chaplains appointed and paid by the Corporation, who, when required, attend the pensioners at their houses.

The preceding statement applies to pensions granted to decayed mariners in general, who have not been in any employ under the Corporation, to which may be added pilots, and those who have been immediately in the Corporation's service, consisting of ballast-men, watermen, light-keepers, and other officers and members of the establishment who are superannuated and fallen into decay, to whom pensions are granted in proportion to their services. Provision is made for the pilots by the late act (which controlled and regulated their demands) by the creation of a fund for the maintenance of themselves, their wives, widows, and children (under age), extending to those in the outports as well as in London, who have 10s. per month, their wives or widows the same, and children 2s. per month. There have been of late

late years also, twenty almshouses erected and established for those who are superannuated, and whose good conduct in their office as pilots entitled them to the consideration of the Court.

The appointments to these houses are under no individual patronage, although to the other houses appropriated to decayed masters of ships, every Elder Brother in rotation presents an object; and the parties (being eligible under the rules) appear at the Board, and pass in review before the Brethren, previous to their being admitted.

The pilots' allowance in the house is the same as to decayed masters.

There are also twenty houses built conformably to the will of a Mrs. Grigg, placed under the management and direction of the Corporation, by a decree of the court of Chancery, the allowances in which are inferior, and the objects not exactly the same as those before named. These are presented to by the Elder Brethren also in rotation, as they become vacant, in a manner to extend the benefit thereof, as far as possible, consistently with the will of the testatrix.

Among the poor and infirm persons that inhabit the Corporation's almshouses, many are helpless and unfit to be left to themselves; in such cases of extreme infirmity, an allowance is not only made for nurses, but they have an additional allowance of 5s. per week; but this can only be given upon the express recommendation of the Brethren who pay and inspect the alms-people.

In the distribution of this extensive charity as much care and precaution has been taken to guard against misappropriation of the funds as possible, which is followed up by every regulation that can promote the benefit of the pensioners.

The Brethren trust it will appear that the distribution of these funds has been, and is perfectly disinterested on their part.

part. The criterion is the petitioners being proper objects of the charity, and due care has been taken to ascertain they have been such.

The Brethren have great trouble in conducting this part of their duty, which is often a very painful one, and open to invidious remark and observation; and nothing but the gratification of dispensing such benefits to the worthiest objects could induce them to persevere in it.

All which is humbly submitted to the Honourable House, whose good opinion they are very desirous of meriting.

If they had in any instance misconducted themselves, the charter might have been resorted to; which, while on the one hand it affords them ample protection, provides at the same time a summary remedy to parties complaining, by application to the Privy Council. The Corporation trust, however, they have preserved invariably the character for integrity, as well as useful exertion when called for, which has been handed to them by their predecessors.

JAMES COURT, *Sec.*

Trinity-House, London, 19th June 1817.

ARMS OF THE CORPORATION.

RULES

For the Admission of Objects to the Monthly Pension List of the Corporation of Trinity-House of Deptford-Strond.

1*st.*—That none be eligible but poor decayed merchant seamen and their widows, in indigent circumstances, who are incapable of labour, and whose relations are either not disposed, or have not the means, to provide wholly for them, and who have no annual income, derived from any source whatever, to the amount—masters and their widows of £30 a-year; mates and their widows of £20 a-year; other seamen and widows of £15 a-year, they producing certificates of their age, &c. as under mentioned.

2*d.*—That such seamen be eligible at 50 years of age, and not under that age, unless in cases when they have lost a limb, or received any wound or hurt, or are afflicted with blindness, or any particular infirmity.

3*d.*—That the wives of such seamen be eligible to be put on with their husbands, at 45 years of age, and not under.

4*th.*—That widows be eligible at 45 years of age, but not under that age, unless they have children under twelve.

5*th.*—That widows having children be eligible—

With one child, at 40 years of age and upwards;
With two children, at 30 years of age and upwards;
With three children, at any age;

Such children being under twelve years of age.

6*th.*

6th.—That the objects do produce a petition (according to the printed form) setting forth their age, habitation, present occupation (if any) and the circumstances of their family, &c.

7th.—That they produce a certificate of their age, and of the ages of any children under which they claim; and widows a certificate of their marriage, and wives the same, before they be put on with their husbands.

8th.—That they produce a certificate, signed by the owner, or master, or mate of the ship in which they served in their highest station at sea, (or otherwise authenticated as per form) of their having actually served in such station, with the name of the vessel, on what voyage, and at what time. And widows the same for their deceased husbands' service.

9th.—That they also produce a certificate, signed by two respectable persons (at least) of which one to be the minister or churchwarden of the parish wherein they reside, and the other a Younger Brother, or other maritime person, well known as such to the Elder Brother presenting the petition, as to the truth of what is therein stated, as per form annexed to the petition.

10th.—That such as receive any pension or allowance whatever from any other public charity or company, do produce a certificate under the hand of the secretary, or other proper officer of such institution, as to the amount of the pension or allowance so received by them.

11th.—That in future no person in any parish workhouse, or in any way wholly provided for by their parish, be eligible to receive the charity of this Corporation.

SEAMAN'S PETITION.

To the Honourable the Master, Wardens, and Assistants, of the Corporation of Trinity-House *of Deptford-Strond.*

THE HUMBLE PETITION OF aged years, residing at and where he has lived for years, and followed the occupation of

Sheweth,

THAT your Petitioner went to sea at the age of years, in a vessel out of the port of *(Here state from what port first went to sea, and in what trade)*, and served there as and latterly in the station of *(Here the highest station in which he has ever served, and in what vessel)*, on board the ship Captain master, in the trade, of which ship was owner, and in that capacity served for voyages.

That your Petitioner has a wife *(Here put wife's Christian name and age)*, aged years, and children under twelve years old, or through infirmity incapable of earning their living, whose names and ages are, viz. *(Here put names and ages of any children.)*

That your Petitioner is not now able to support himself and without the charity of this Corporation, having no property or income to the amount of more than £ a-year, and no pension or relief from any other public charity or company, except *(Here state annual income, if any, and also what pension he receives from any other institution, which is required to be particularly set forth.)*.

Your Petitioner therefore most humbly prays that he may be admitted a pensioner of this Corporation, at the usual allowance.

Your Petitioner will ever pray, &c.

(To be certified and recommended as follows.)

CERTIFICATE

CERTIFICATE *to be signed by the Owner, &c. of the Vessel in which the Petitioner last served in his highest station at sea:—If as Master, to be signed by the Owner:—If as Mate, by the Owner or Master:—and for other inferior stations may be signed by them or the Mate.**

THESE are to certify to the *Honourable Corporation of Trinity-House*, That
the within-named Petitioner, served on board the ship
Captain
master, of which
owner, in the capacity of on
her voyage from to
in the year 181 , and was discharged therefrom in
and that the petitioner, to my best knowledge and belief, is in distressed circumstances, without any property or income sufficient for the support of himself and
and being a person of good character and reputation, do recommend him a proper object of the Corporation's charity.
As witness my hand, this day of 181

of the ship
in which the Petitioner served
voyage as

N. B. Besides the above and following certificates, there is to be produced a certificate of the Petitioner's age, and a certificate of the ages of his children, if he has any; which it is hoped will be granted without expence to the poor Petitioner.

* In cases where, owing to well attested circumstances, the signatures above required cannot be procured to the certificate, the signature of the collector or other proper officer of customs at the port to which the vessel belonged, or sailed from, will be admitted; or such other signature or testimony to the facts as shall be satisfactory to the Elder Brother presenting the petition.

CERTIFICATE

CERTIFICATE *to be signed by the Minister or Churchwardens of the Parish where the Petitioner resides.*

THESE are to certify, that
the within-named Petitioner, is an inhabitant of the parish
of where he resides
at in the house of
and follows occupation or employment of for a livelihood.

{ Minister or Churchwarden of the parish of

CERTIFICATE *to be signed by two respectable Persons (at least) of which one to be a Younger Brother, or other respectable maritime character, well known to the Elder Brother presenting the Petition.*

WE, whose names are hereunto subscribed, do actually know, and are well acquainted with, the Petitioner and his circumstances, so that we can, and do hereby vouch for the truth of what is stated in the annexed petition, and that the Petitioner is a person of good character and reputation, and being in indigent circumstances, do recommend him as a proper object of the Corporation's charity. As witness our hands the day of 181

{ well known to Captain

& other Elder Brethren of the Corporation.

WIDOW'S

WIDOW'S PETITION.

To the Honourable the Master, Wardens, and Assistants of the Corporation of Trinity-House *of Deptford-Strond.*

THE HUMBLE PETITION OF (*Here put the name, age, habitation, and occupation, if any, of the Petitioner, and her husband's Christian name*), aged years, widow of residing at

Sheweth,

THAT your Petitioner's husband was bred to the sea, and served there as (*Here state in what trade her husband first served at sea*), and particularly in the station of (*Here state the highest station in which he ever had served, and in what vessel*), on board the ship Captain master, in the trade, of which ship was owner, and served in that capacity for years.

That your Petitioner has children unprovided for, and dependent on her for support, whose names and ages are, viz. (*Here put names and ages of children.*)

That your Petitioner is not now able to support herself and without the charity of this Corporation, having no property or income to the amount of more than £ a-year (*Here put amount of annual income, if any*), and no pension or relief from any other public charity or company, except (*Here put what pension she receives from any other institution, which is required to be particularly set forth.*)

Your Petitioner therefore most humbly prays that she may be admitted a pensioner of this Corporation, at the usual allowance.

Your Petitioner will ever pray, &c.

(*To be certified and recommended as follows.*)

CERTIFICATE *to be signed by the Owner, &c. of the Ship or Vessel in which the Petitioner's Husband served in his highest station at sea:—If as Master, to be signed by the Owner:—If as Mate, by the Owner or Master:—and for other inferior stations by them or the Mate of such Vessel.**

THESE are to certify to the *Honourable Corporation of Trinity-House*, That the husband of the within-named Petitioner, served on board the ship Captain master, of which Mr. owner, in the capacity of on her voyage from to in the year 181 and that the Petitioner, to my best knowledge and belief, is in distressed circumstances, without any property or income sufficient for the support of herself and family; and being a person of good character and reputation, do recommend her as a proper object of the Corporation's charity. As witness my hand, the day of 181

{ Owner, or , or of the ship in which the Petitioner's husband served as a

N. B. Besides the above and following certificate, there is to be produced a certificate of the widow's marriage, and of her age, and a certificate of the ages of her children, if she has any; which it is hoped will be granted without charge to the poor woman.

* In cases where, owing to well attested circumstances, the signatures above required cannot be procured to the certificate, the signature of the collector or other proper officer of customs at the port to which the vessel belonged, or sailed from, will be admitted, or such other signature and testimony to the facts as shall be satisfactory to the Elder Brother presenting the petition.

CERTIFICATE

CERTIFICATE *to be signed by two respectable Persons (at least), of which one to be the Minister or Churchwarden of the Parish wherein the Petitioner resides; the other a Younger Brother, or other maritime Person, well known (as such) to the Elder Brother presenting the Petition.*

WE, whose names are hereunto subscribed, do actually know, and are well acquainted with, the Petitioner and her circumstances, so that we can, and do hereby vouch for the truth of what is stated in the annexed petition, viz.—That she is the widow of a of a ship, deceased:—That she resides in the parish of where she is a *(Here insert whether she is lodger or housekeeper, and what occupation, if any, she follows)*, follows the occupation of That she has children of the ages therein set forth:—That she has no property or income, nor any means of subsistence derived from her relations, or any other source, sufficient for the support of herself and children:—That she is a person of good character and reputation, and being in indigent circumstances, without any adequate means for maintaining herself and family, do recommend her as a proper object of the Corporation's charity. As witness our hands, the day of 181 .

{Minister, (or Churchwarden), of the parish of where this Petitioner resides.

{Younger Brother, or of a ship, well known to Capt. an Elder Brother of the Corporation.

FINIS.

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LEADENHALL STREET.

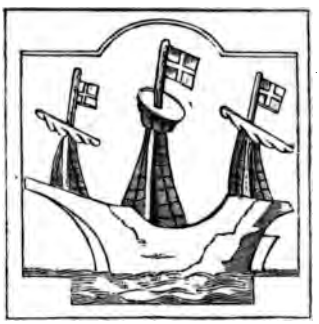
ADDENDA.

SEAL AND ARMS OF THE CORPORATION.

EXTRACT FROM THE CHARTER OF KING HENRY VIII., DATED 20TH MAY, IN THE SIXTH YEAR OF HIS REIGN.

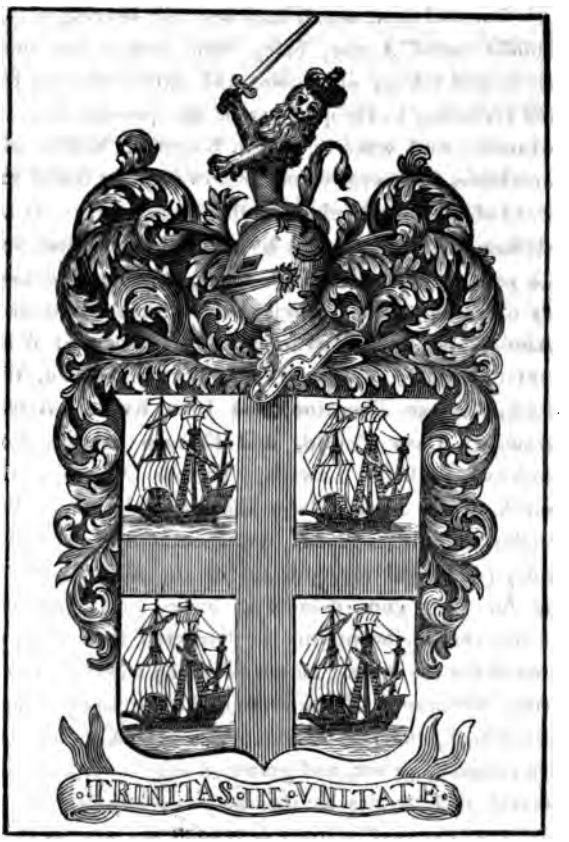
"*And that they may have amongst themselves* one common SEAL, *to serve and seal for the business and occasions of the said Guild or Fraternity.*"

Which seal continued, it is presumed, until the reign of Queen Elizabeth; and although no record exists thereof, is evidently exemplified upon the monument of Sir Thomas Spert, Knight (Comptroller of the Navy to King Henry VIII. and the founder of the Corporation), as erected by that body to his respected memory, in the year 1622, in a separate and distinct shield from his arms, as under:—



From this the arms in 1573, which follow, were unquestionably compiled in the improved spirit of that day, and were afterward confirmed to the Corporation by the Charter of King James II. who in his station of Lord High Admiral, and from his maritime talent and experience, could best appreciate the claim thereto.

GRANT OF THE CORPORATION'S COAT OF ARMS, 1573.



To all and singuler, as well nobles and gentlemen as oothers to whom thes presents shall coom, be seen, hard, or vnderstood, I, Sir GILBERT DETHICK Knight, als Garter, Principall King of Armes, and Chefe Officer of Armes for the most honorable Order of the Garter, send greeting.

Forasmuch as aunciently from the beginning the valiaunt and excellent acts of woorthy parsons have bene commended to the woorld and posterity with sundry monuments and remembraunces of their good desarts; amongst the whiche the chefest and most usuall hath been the bearing of Signes in Shildes called Armes, being none oother then demonstracons and tokens of prowes and valoir diversly distributed according to the qualytes of the parsons demeriting the same. And whearas Steven Borough, Master of the Woorshipfull Coompany and Feolowship (or Guild incorporate) of Masters Brothers of the Trinity Howse at Deptford Strand, first graunted by Act of Parliament, in the forth yere of King Henry y^e^ Eight, and dated at Canterbury the xxth day of March; and William Borough and Nycholas Thomas, hed Wardens of the same; Sir Wylliam Wynter, Knight, Wylliam Wood, Wyllm Holland, Wyllm Barnes, George Thornton, and John Ewstes, Assistants thereunto; Davy Phillip, and Edward Master, Yonger Wardens, Wylliam Lawson, Thomas Wylson, Henry Church, John Fryar, John Bennet, John Dyet, Wyllm Spender, and James Rudda, &c. Breethern of the said Fraternity (or Guyld incorporate) of the Masters aforesaid, who for their good desarts at home, and commendable searvice abrode, having no les desearved then duely to be honored for the same. In consideracon whereof, and for a further declaracon of the vertu and woorthines of the said felowship, I, the said Garter Principall King of Armes, have assigned, gyven, and graunted unto their Corporacon aforsaid such Armes as they may lawfully bear in those necessary affaires of theirs as shall seme best: that is to say— argent, a plain cros geules, betwene four ships sable, the fore and top-sayles up, vnde underneath on a wreath of theyr colers, a demi-lion rampant, gardat, and crouned with a croune imperiall or, in his right pawe an armyng swoord argent, hylt and pomell or, langued and armed azure, mantled argent, doobled geules, as more plainly appeereth de-

picted in this margent. The which said armes and creast I the said Garter Principall King of Armes, doo certyfie, confirme, and allow unto the said fraternity (or Guilde incorporate) of the Masters aforesayd for ever, and they the same to have, hold, use, and enjoy, without the let or impediment of any oother person or persons whatsoever. In witnes whereof I, the said Garter Principall King of Armes, have signed thes presents with my hand, and sett hearunto the seales of myne office and armes, dated xxiiijth of January, in the xxjth yeare of the raigne of our Soveraigne Lady Elizabeth, Quene of England, Fraunce, and Ireland, Defender of the Faith, &c. Anno Domini 1573.

Per me, G. Dethicke,
Als Garter Principall King of Armes.

A LIST OF THE ELDER BRETHREN

	Elected
Capt. William Basse	3 Oct. 1685
Capt. George Pheney	7 Jan. 1685
Capt. Samuel Atkinson	7 Jan. 1685
Sir John Goodwin	22 Oct. 1686
Capt. Richard Trevannion	22 Oct. 1686
Capt. Henry Greenhill	2 April 1687
Sir Henry Sheere	13 May 1687
Capt. Robert Cowley	13 May 1687
Capt. Hen. Risbe	9 Aug. 1687
Balthazar St. Michel, Esq	15 Mar. 1687
Capt. Hum. Ayles	21 July 1688
Herbert, Earl of Torrington	27 May 1689
Honourable Mr. Russell	27 May 1689
Capt. Henry Priestman	27 June 1689
James Southern, Esq.	15 Nov. 1689
Capt. George Mohun	15 Nov. 1689
Capt. John Bowers	14 Mar. 1689
Capt. James Conway	29 July 1690
Capt. John Goldsborough	18 Nov. 1690
Capt. Roger Paxton	23 Nov. 1691
Thomas, Earl of Pembroke	17 Dec. 1691
Capt. John Bembow	4 May 1692
Capt. Thomas Webber	17 June 1692
Capt. Lord Lucas	5 Oct. 1692
Capt. John Jacob	5 Oct. 1692

ELECTED SINCE THE CHARTER 1685.

In the room of

1 Sir Thomas Allen
2 Capt. William Green
3 Capt. Hugh Till
4 Capt. Francis Wilshan
5 Capt. James Bonnel
6 Capt. Thomas Collier
7 Capt. Henry Sheere (his father)
8 Capt. Simon Nichols
9 Capt. Nicholas Kerrington
10 Sir John Goodwin
11 Sir John Narborough
12 Capt. Isaac Woodgreen
13 Capt. William Basse
14 Capt. Richard Trevannion
15 Samuel Pepys, Esq. Secretary of the Admiralty
16 Sir Anthony Dean
17 Sir John Berry
18 Capt. Samuel Chamblet
19 Henry, Duke of Grafton
20 George, Lord Dartmouth
21 Capt. George Moone
22 Capt. Thomas Brown
23 Capt. Henry Mudd
24 Sir John Goldsborough
25 Capt. Thomas Webber

	Elected
*Capt. William Cruff	24 Nov. 1693
Capt. William Gutteridge	30 Mar. 1694
Capt. John Hazlewood	26 Apr. 1694
Capt. John Clements	12 June 1695
Capt. Henry Nurse	16 Apr. 1695
Capt. William Sanderson	7 May 1697
Capt. William Wright	28 July 1697
Capt. John Bromwell	13 Oct. 1698
Capt. George Bing	2 Nov. 1698
Capt. Henry Collins	14 June 1699
Capt. John Nicholson	17 Jan. 1699
Sir Henry Johnson	18 Mar. 1699
Capt. John Steel	10 Oct. 1702
Sir George Rooke	10 Dec. 1702
Capt. Thomas Wharton	18 Mar. 1703
Admiral George Churchill	3 Mar. 1704
*Capt. Benjamin Hoskins	3 Mar. 1704
Sir Cloudesly Shovell	13 Feb. 1704
Capt. Robert Lurling	4 June 1705
Capt. Samuel Jones	12 Dec. 1705
Capt. Thomas Jennings	28 Feb. 1705
Capt. Baskham Piercy	10 May 1706
Capt. John Merry	6 July 1706
Sir John Leake	24 May 1707
Josiah Burchett, Esq.	9 June 1707
Capt. Edward Audley	5 Feb. 1707
Sir William Gifford	15 June 1708
Thomas Colby, Esq.	3 Nov. 1708
William Johnson, Esq.	16 Feb. 1708
Capt. Robert Sandes	8 Dec. 1709
Capt. Thomas Harlow	5 May 1710
Sir Thomas Hardy	17 May 1710
Capt. John Jennings	24 Jan. 1710
Capt. John Robinson	7 Mar. 1710
Capt. Henry Duffield	20 April 1711
Sir James Wishart	14 Dec. 1711
Thomas, Earl of Strafford	3 Sept. 1712
Capt. Stephen Martin Leake	17 Oct. 1712

* The above seventeen gentlemen, commencing with Captain Cruff, to Captain Hoskins, inclusive, succeeded to the vacancies occasioned by the deaths of the opposite seventeen gentlemen; but the record of the order in which they severally died being lost, the successors to each individually cannot be ascertained.

In the room of

26 Capt. John Nichols
27 William, Earl of Craven
28 George, Earl of Berkeley
29 Capt. Anthony Young
30 Capt. William Gutteridge
31 Capt. Ralph Sanderson
32 Capt. Thomas Wilshan
33 Capt. Richard Goodlad
34 Capt. Samuel Butler
35 Capt. George Pheney
36 Capt. Robert Cowley
37 Capt. Henry Risbe
38 Capt. Humphrey Ayles
39 Capt. William Wright
40 James Southern, Esq.
41 Capt. Roger Paxton
42 Capt. John Bembow
43 Lord Lucas
44 Henry Nurse, Esq.
45 Capt. John Clements
46 Capt. John Hill
47 Capt. John Bromwell
48 Capt. William Cruff
49 Capt. John Bowers
50 { Earl of Pembroke, Lord High Admiral of England, on Surrender
51 Sir Cloudesly Shovell
52 Commr. Greenhill
53 Commr. Jennings
54 Sir George Rooke
55 Capt. John Jacob
56 Sir Henry Sheere
57 Adm. Churchill
58 Capt. John Steel
59 Capt. John Nicholson
60 Sir Matthew Andrews
61 Balth. St. Michel, Commissioner of the Navy
62 Capt. Henry Priestman
63 Capt. Benj. Hoskins

	Elected
Capt. Thomas Tatam	12 Dec. 1712
Capt. Ralph Selby	4 Mar. 1713
Capt. Thomas Panuwell	28 Sept. 1714
John, Earl of Berkeley	11 Feb. 1714
Capt. Lewis Frost	11 Feb. 1714
Capt. Richard Tippetts	15 July 1715
Sir Charles Wager	8 May 1716
Capt. Samuel Jones	13 Nov. 1717
Capt. Ambrose Lawrence	13 Nov. 1717
Capt. John Smith	3 Dec. 1718
Capt. John Frost	20 Dec. 1718
Capt. Thomas Swanton	16 Sept. 1719
Capt. William Harrison	19 Oct. 1719
Capt. Matthew Martin	11 May 1720
Sir John Jennings	7 Dec. 1720
Sir John Norris	21 Feb. 1721
Capt. John Werry	27 Feb. 1722
Capt. Charles Hardy	27 Feb. 1722
Capt. Thomas Masters	12 June 1723
Capt. Richard Stratton	6 Nov. 1723
Adm. Mighells	6 Nov. 1723
Capt. Thomas Rogers	13 Nov. 1723
Capt. Samuel Lewis	16 Dec. 1724
Capt. John Wall	7 April 1725
Capt. William Cleland, Commissioner of the Navy	18 Jan. 1726
Capt. John Robinson	18 Jan. 1726
Capt. John Denn	18 Jan. 1726
Capt. John Smith	29 May 1727
Capt. Thomas Wilkins	20 Dec. 1727
Capt. David Greenhill	20 Mar. 1727
Capt. William Lorance	7 Aug. 1728
Capt. Edward Randolph	15 Mar. 1728
Capt. Richard Pinnell	13 Aug. 1728
Capt. Jos. Hiscox	8 Oct. 1729
Sir William Ogburne	7 July 1730
Capt. Jonas Hanway	7 Sept. 1730
Capt. George Purvis	30 Aug. 1732
Capt. James Winter	27 Jan. 1732
Capt. Richard Haddock	8 May 1734
Capt. John Redman	10 June 1734
Capt. Nicholas Clare	23 Oct. 1734
Capt. James Kettle	12 April 1735
Sir Jac. Ackworth, Secretary of the Navy	25 June 1735
Capt. Charles Molloy	7 Feb. 1736

In the room of

64 Capt. James Conway
65 Capt. Samuel Jones
66 Capt. Baskham Piercy
67 Capt. Robert Fisher
68 Sir Richard Haddock
69 Capt. Robert Lurling
70 Herbert, Earl of Torrington
71 Capt. Thomas Tatam
72 Capt. Thomas Wharton
73 William Johnson, Esq.
74 Capt. Samuel Atkinson
75 Capt. Henry Collins
76 Sir Henry Johnson
77 Capt. Henry Duffield
78 Sir John Leake
79 Capt. Robert Sandes
80 Thomas Swanton, Esq. Commissioner of the Navy
81 Josiah Burchett, Esq. Secretary of the Admiralty
82 Sir James Wishart
83 Capt. John Smith
84 Capt. John Jennings
85 Capt. Edward Audley
86 Sir William Gifford
87 Capt. Richard Tippetts
88 Capt. Lewis Frost
89 Capt. Ambrose Lawrence
90 Capt. John Frost
91 Sir William Sanderson
92 Russell, Earl of Orford
93 Capt. Samuel Lewis
94 Capt. John Smith
95 Capt. John Merry
96 Capt. John Wall
97 Sir Thomas Colby
98 Capt. John Hazlewood
99 Sir Thomas Masters
100 Sir Thomas Hardy
101 George, Lord Viscount Torrington
102 Adm. James Mighells
103 Capt. Jos. Hiscox
104 Sir William Ogburne
105 Samuel Jones, Esq.
106 William Cleveland, Esq. Commissioner of the Navy
107 Sir Martin Leake

	Elected
Capt. John Chapman	21 June 1736
Capt. John Moulton	3 July 1736
Capt. Tim. Brett	2 Oct. 1736
Capt. Henry Hunt	2 Oct. 1736
Capt. Richard Harle	2 Oct. 1736
Charles, Duke of Richmond	3 June 1737
Capt. Michl. Wilkins Conway	3 Dec. 1737
Capt. Charles Martin	17 Feb. 1738
Capt. William Clarke	10 Mar. 1738
Adm. Charles Stewart	9 June 1739
Capt. Caleb Grantham	9 June 1739
Adm. Nicholas Haddock	3 May 1740
Capt. William Snelgrave	17 Jan. 1740
Adm. Edward Vernon	18 April 1741
Capt. John Major	18 April 1741
Adm. Cavendish	18 April 1741
Capt. Thomas Hill	5 Dec. 1741
Capt. Sabine Chandler	27 Mar. 1742
Daniel, Earl of Winchelsea	15 June 1743
Capt. John Goodwin	26 Oct. 1743
Charles, Lord Baltimore	7 April 1744
Capt. John Pelly	7 April 1744
Capt. George Steevens	16 Mar. 1744
John, Duke of Bedford	6 May 1745
Adm. Edward Vernon	26 Jan. 1746
Capt. Robert Kelsey	6 May 1747
Capt. Nathaniel Werry	31 Oct. 1747
Capt. Benoni Hancock	6 June 1748
Capt. Joseph Carteret	15 Oct. 1748
John, Earl of Sandwich	8 April 1749
George, Lord Anson	1 July 1749
Capt. Edmund Smyth	12 July 1749
Capt. John Nicholson	5 Aug. 1749
Capt. Nathaniel Kerfoot	2 Dec. 1749
Capt. John Barker	3 Mar. 1749
Capt. Charles Pigot	3 Mar. 1749
Adm. Savage Mostyn	26 Sept. 1750
Adm. Isaac Townsend	23 April 1751
Adm. Edward Boscawen	15 May 1751
Adm. Sir William Rowley	4 Jan. 1752
Capt. Robert Jones	27 Jan. 1753
Capt. Thomas Bennett	8 Aug. 1754
Capt. John Jolly	19 Nov. 1754
Adm. Sir Charles Saunders	6 Dec. 1755
Capt. William Loney	6 Dec. 1755

In the room of

108 Capt. Thomas Rogers
109 Capt. Ralph Selby
110 John, Earl of Berkeley
111 Capt. John Robinson
112 Capt. David Greenhill
113 Capt. Jonas Hanway
114 Capt. Richard Harle
115 Capt. Richard Pennel
116 Capt. Henry Hunt
117 Capt. Timothy Brett
118 Capt. John Moulton
119 Thomas, Earl of Strafford
120 Capt. John Werry
121 Vice-Adm. Stewart
122 George Purvis, Esq. Commissioner of the Navy
123 Capt. Thomas Harlow
124 Capt. Edward Randolph
125 Capt. Nicholas Clare
126 Sir Charles Wager
127 Adm. Cavendish
128 Sir John Jennings
129 Capt. William Snelgrave
130 Capt. James Kettle
131 Adm. Edward Vernon
132 Adm. Nicholas Haddock
133 Capt. John Denn
134 Capt. John Chapman
135 Capt. William Harrison
136 Capt. William Lorance
137 Sir Jacob Ackworth
138 Sir John Norris, Admiral of the Fleet
139 Capt. Matthew Martin
140 Capt. Richard Stratton
141 Capt. John Robinson
142 Capt. Sabine Chandler
143 Capt. Thomas Panuwell
144 Charles, Duke of Richmond
145 Richard Haddock, Esq. Comptroller of the Navy
146 Charles, Lord Baltimore
147 Adm. Thomas Matthews
148 Capt. Robert Kelsey
149 Capt. John Nicholson
150 Capt. Charles Martin
151 Capt. John Goodwin
152 Capt. Nathaniel Werry

	Elected	
Capt. Christopher Huddy	13 Feb.	1756
Capt. Richard Shubrick	6 Aug.	1757
Adm. Sir Piercy Brett	25 Oct.	1757
Capt. George Cockburn, Commissioner of the Navy	10 Dec.	1757
Adm. Sir Edward Hawke	4 Oct.	1760
Adm. Thomas Cotes	7 Feb.	1761
Capt. John Clark	4 Nov.	1761
Capt. James Saunders	6 Mar.	1762
Capt. Samuel Malben	3 April	1762
Capt. Peter Bennett	30 April	1762
Capt. Bartholomew Priest	6 Nov.	1762
Rt. Hon. George Grenville	4 Dec.	1762
Capt. William Reynolds	1 July	1763
Capt. Nicholas Burnel	25 Aug.	1763
Capt. Christopher Sollitt	19 Oct.	1764
Capt. Thomas Palgrave	12 Oct.	1765
Capt. Gilbert Slater	30 Nov.	1765
Capt. Robert Halcrow	14 Dec.	1765
Adm. Sir George Pocock	22 Feb.	1766
Capt. John Pickett	30 May	1767
Adm. Hon. Augustus Keppel	5 Sept.	1767
George, Duke of Marlborough	11 April	1768
William James, Esq.	22 July	1769
Thomas, Lord Viscount Weymouth	21 Mar.	1770
Adm. Sir Hugh Palliser	3 Nov.	1770
Right Hon. Frederick, Lord North	2 Feb.	1771
William Henry, Earl of Rochford	13 Mar.	1771
Capt. Joshua Mauger	19 Feb.	1774
Capt. Michael James	28 May	1774
Capt. Thomas Gowland		1774
Capt. Anthony Bacon	11 June	1774
Capt. John Durand	22 July	1775
Capt. John Travers	23 Oct.	1775
Adm. Maurice Suckling	3 Feb.	1776
Capt. John B. Lanty	24 Feb.	1776
Capt. Timothy Mangles	5 Oct.	1776
Capt. John Addison	3 Mar.	1778
Capt. John Dickinson	28 May	1778
C. J. Lord Mulgrave	21 Dec.	1778
Capt. George Burton	13 Nov.	1779
Capt. Anthony Calvert	11 Dec.	1779
Capt. Thomas Brown	18 Oct.	1780
Capt. Robert Preston	13 Jan.	1781
Capt. William Davis	11 May	1781

In the room of

153 Capt. James Winter
154 Capt. Thomas Wilkins
155 Adm. Savage Mostyn
156 Adm. Edward Vernon
157 Sir Charles Molloy
158 Adm. Edward Boscawen
159 Capt. Benoni Hancock
160 Capt. John Pelly
161 Capt. Caleb Grantham
162 Capt. William Clark
163 Capt. Thomas Hill
164 George, Lord Anson
165 Capt. George Steevens
166 Capt. John Redman
167 Capt. Nathaniel Kerfoot
168 Capt. Richard Shubrick
169 Capt. Jos. Carteret
170 Capt. Bartholomew Priest
171 Adm. Isaac Townsend
172 Capt. Edward Smyth
173 Adm. Thomas Cotes
174 Sir William Rowley, Adm. of the Fleet
175 Capt. John Clark
176 Thomas, Lord Viscount Winchelsea
177 George Cockburn, Esq. Comptroller of the Navy
178 Rt. Hon. George Grenville
179 Duke of Bedford
180 Capt. Robert Halcrow
181 Capt. Nicholas Burnell
182 Capt. Robert Jones
183 Capt. Peter Bennett
184 Capt. Christopher Sollitt
185 Capt. M. W. Conway
186 Sir Charles Saunders, K. B.
187 Capt. Thomas Palgrave
188 Capt. Christopher Huddy
189 Capt. James Sanders
190 Capt. William Loney
191 Adm. Maurice Suckling
192 Capt. Thomas Bennett
193 Capt. Thomas Gowland
194 Capt. William Reynolds
195 Capt. Samuel Malbon
196 Capt. Sir John Major, Bart.

	Elected	
Capt. Hector Rose	12 Oct.	1781
Arthur, Earl of Hillsborough	12 Oct.	1781
Adm. Sir Charles Middleton	10 Nov.	1781
Adm. George Darby	13 Dec.	1781
Capt. Philip Bromfield	6 Dec.	1783
Capt. Francis Easterby	27 Jan.	1784
Capt. William Money	21 April	1785
Capt. Gilfrid Lawson Reed	17 Nov.	1785
Capt Henry Hinde Pelly	31 Mar.	1786
Adm. Lord Viscount Howe	7 Mar.	1787
Capt. Henry Rice	31 Mar.	1787
Capt. John Deffell	24 May	1787
Capt. Thomas King	24 Jan.	1788
Capt. Joseph Cotton	28 Aug.	1788
Capt. James Strachan	17 Oct.	1788
Right Hon. William Pitt	14 April	1790
Capt. Joseph Huddart	15 Sept.	1791
John, Earl of Chatham	23 April	1792
Sir H. Martin, Bart.	14 June	1792
Capt. John Cotton	6 July	1792
William, Lord Grenville	27 May	1793
The Rt. Hon. Henry Dundas	27 May	1793
Samuel, Lord Hood	5 Mar.	1795
George John, Earl Spencer	2 April	1795
Capt. Abel Chapman	2 April	1795
Capt. John Fowler	11 Feb.	1796
Capt. John Sealy	4 Mar.	1796
Sir Andrew S. Hamond, Bart.	3 Nov.	1796
Capt. E. Lawrence	22 Nov.	1796
William Henry, Duke of Portland	12 June	1797
Capt. William Fraser	12 June	1797
Capt. George Curtis	20 May	1799
Capt. Stephen Williams	4 Dec.	1799
Alexander, Lord Loughborough, Lord High Chancellor	4 Dec.	1799
Capt. John Woolmore	6 June	1803
John, Earl Camden	10 June	1805
Capt. Richard Lewin	10 June	1805
Admiral John, Earl St. Vincent	3 July	1806
Capt. J. Wilson	3 July	1806
Capt. William Raven	13 Nov.	1806
Capt. John Foulerton	13 June	1808
Capt. Thomas Morton	2 Feb.	1809
Capt. George Ballantyne	6 April	1809
Henry, Earl of Mulgrave	21 Dec.	1809

In the room of

197 Capt. John Dickinson
198 Earl of Rochford
199 Adm. Sir Piercy Brett
200 Lord Hawke (Sir Edward Hawke)
201 Capt. John Pickett
202 Capt. Sir William James, Bart.
203 Capt. Gilbert Slater
204 Capt. John Jolly
205 Capt. Anthony Bacon
206 Adm. Lord Viscount Keppel (Hon. Augustus Keppel)
207 Capt. Michael James
208 Capt. John Addison
209 Capt. John Barker
210 Capt. John Durand
211 Capt. Joshua Mauger
212 Vice-Admiral Darby
213 Capt. Charles Pigot
214 Sir George Pocock, K. B.
215 John, Earl of Sandwich
216 Capt. John Bartholomew Lanty
217 Earl of Guilford (Lord North)
218 Lord Mulgrave
219 Marquis of Downshire
220 Sir Henry Martin, Bart.
221 Capt. Hector Rose
222 Capt. Timothy Mangles
223 Capt. William Money
224 Adm. Sir Hugh Palliser, Bart.
225 Capt. William Davis
226 Marquis of Bath (Lord Viscount Weymouth)
227 Capt. Henry Rice
228 Capt. John Fowler
229 Capt. Philip Bromfield
230 Earl Howe, First Lord of the Admiralty
231 Capt. John Cotton
232 The Earl of Roslyn
233 Capt. Stephen Williams
234 The Rt. Hon. William Pitt, Master 1790 to 1806
235 Capt. E. Lawrence
236 Capt. John Deffell
237 Capt. James Strachan
238 Capt. Anth. Calvert
239 Capt. John Sealy
240 The Duke of Portland, Master

	Elected
Capt. Aaron Chapman	21 Dec. 1809
The Rt. Hon. George Rose	1 Aug. 1811
Robert, Viscount Melville	5 Aug. 1813
Capt. John St. Barbe	1 Dec. 1814
Capt. Thomas Brown	1 Dec. 1814
Capt. James Moring	6 April 1815
Capt. Isaac Robinson	22 Feb. 1816
Robert, Earl of Liverpool	22 Feb. 1816
Capt. Robert Burrowes	10 Oct. 1816
Robert, Viscount Castlereagh	2 June 1817
Capt. George Gooch	19 Mar. 1818
Capt. Wm. Taylor Money	19 Mar. 1818
Henry, Viscount Sidmouth	18 May 1818

In the room of

241 Capt. John Travers
242 Lord Viscount Melville (late Right Hon. Henry Dundas)
243 Lord Barham (Sir Charles Middleton)
244 Capt. William Raven
245 Capt. Thomas Brown
246 Capt. George Burton
247 Capt. John St. Barbe
248 Lord Viscount Hood
249 Capt. Joseph Huddart
250 Duke of Marlborough
251 Capt. Sir William Fraser
252 Capt. Henry H. Pelly
253 Right Hon. George Rose

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